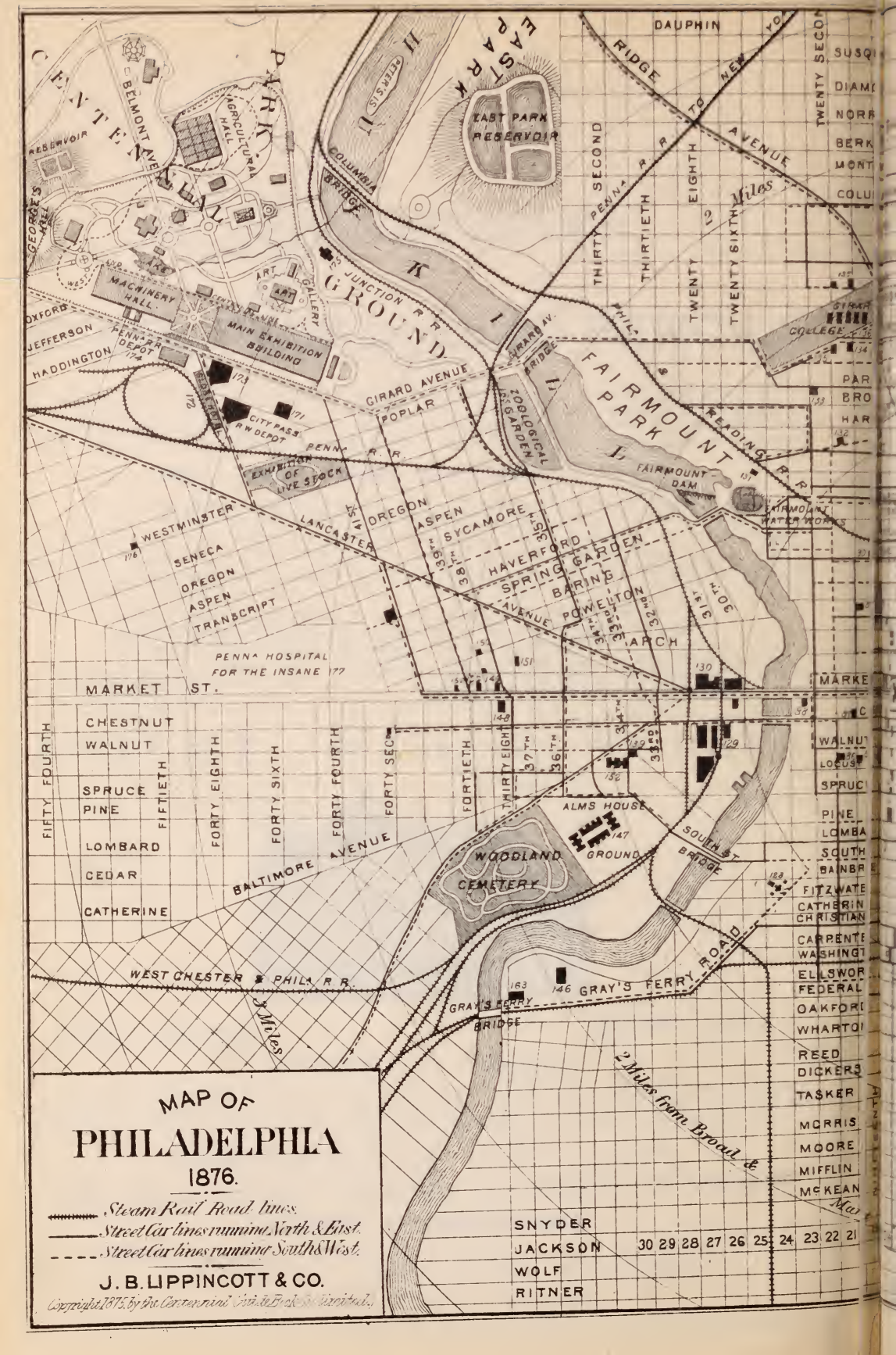
NEW YORK

George Sloggett.


MAP OF
PHILADELPHIA
1876.
Steam Rail Road lines.
Street Car lines running North & East.
Street Car lines running South & West.
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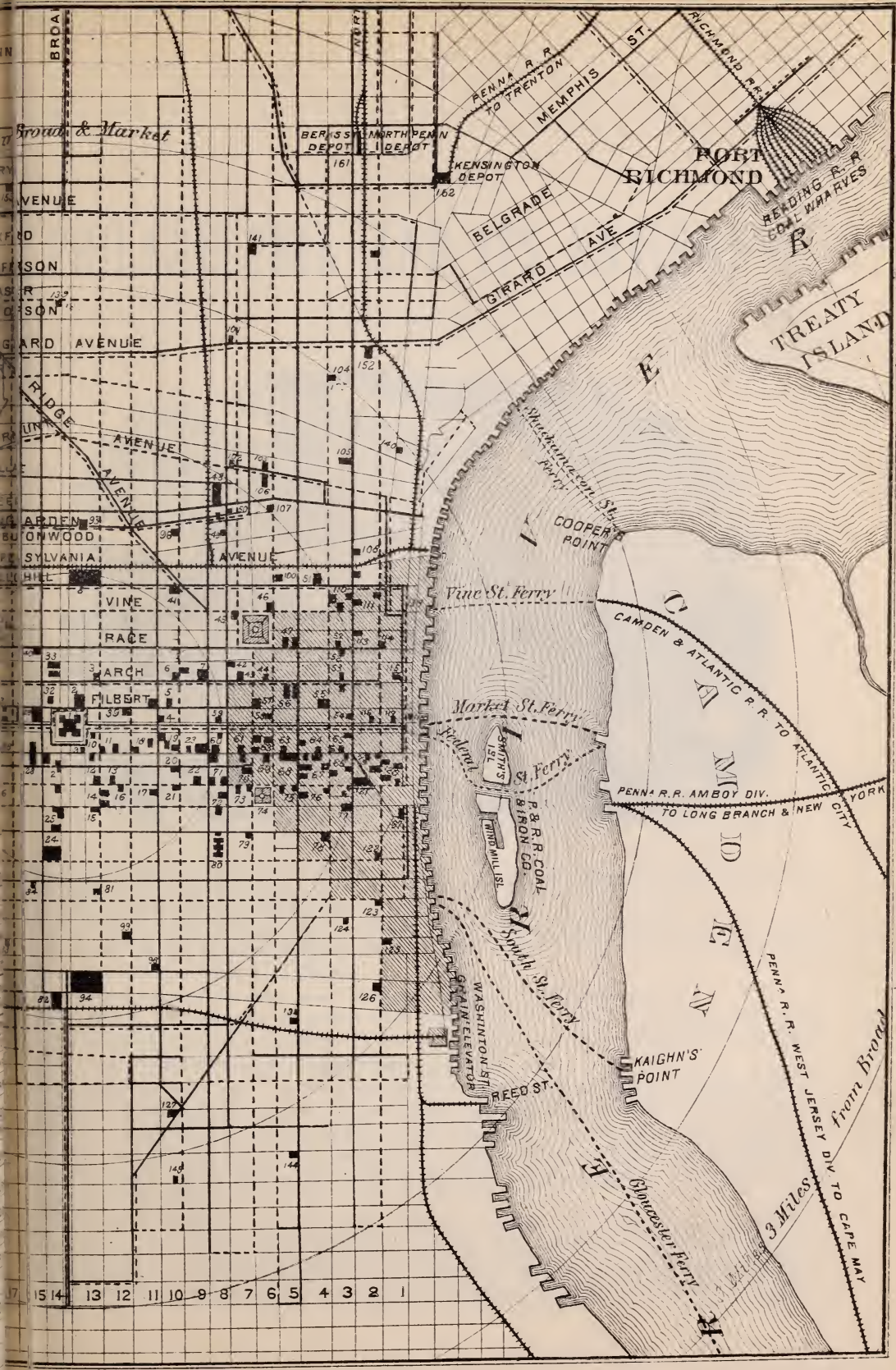
CENTENNIAL PARK
BELMONT AVENUE
RESERVOIR
AGRICULTURAL HALL
GEORGE'S HILL
LAKE
MACHINERY HALL
ART GALLERY
MAIN EXHIBITION BUILDING
OXFORD
JEFFERSON
HADDINGTON
PENN'A R.R. DEPOT
SCHUYLKILL
COLUMBIA BRIDGE
FAIRMOUNT PARK
EAST PARK RESERVOIR
JUNCTION R.R. GROUND
GIRARD AVENUE
POPLAR
CITY PASS. R.W. DEPOT
PENN'A R.R.
EXHIBITION OF LIVE STOCK
ZOOLOGICAL GARDEN
GIRARD AV. BRIDGE
FAIRMOUNT DAM
FAIRMOUNT WATER WORKS
READING R.R.
PHILA. & COLUMBIA R.R.
DAUPHIN
RIDGE AVENUE
THIRTY SECOND
THIRTIETH
TWENTY EIGHTH
TWENTY SIXTH
AVENUE
Miles
COLLEGE
WESTMINSTER
SENECA
OREGON
ASPEN
TRANSCRIPT
LANCASTER
SYCAMORE
HAVERFORD
SPRING GARDEN
BARING
POWELTON
AVENUE
ARCH
PENN'A HOSPITAL FOR THE INSANE
MARKET ST.
CHESTNUT
WALNUT
SPRUCE
PINE
LOMBARD
CEDAR
CATHERINE
FIFTY FOURTH
FIFTIETH
FORTY EIGHTH
FORTY SIXTH
FORTY FOURTH
FORTY SECOND
THIRTY EIGHTH
ALMS HOUSE
WOODLAND CEMETERY
GROUND
SOUTH ST. BRIDGE
BALTIMORE AVENUE
WEST CHESTER & PHILA. R.R.
GRAY'S FERRY ROAD
GRAY'S FERRY BRIDGE
2 Miles from Broad &
SNYDER
JACKSON
WOLF
RITNER
30 29 28 27 26 25 24 23 22 21



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PHILADELPHIA AND ITS ENVIRONS.

VIEW OF THE CITY AT LOGAN SQUARE.

PHILADELPHIA, the second city in the Union in point of population, and the largest in area, was laid out by William Penn in 1682.

The site was chosen by him because, as he says, "It seemed appointed for a town, because f its coves, docks, springs, and lofty land." The visitor now wonders where all these rimeval advantages could have been.

The Indian name of the place was "Co-a-que-na-que," or "Coaquanock."

The original town-plot, as we gather from history, was a plain, nearly level, and high nough to make it dry and healthful. A few streams of water crossed parts of it, and there ere a few hills and ravines, all of which disappeared long ago.

The original plan of the city was a parallelogram two miles long, from the Delaware to the chuylkill, by one mile wide, and contained nine streets running from the Delaware to the chuylkill, crossed by twenty-one running north and south. In the centre was a square of n acres, and in each quarter of the city one of eight acres, for public promenades and hletic exercises. This plan, so far as the arrangement of the streets is concerned, is still ıbstantially adhered to.

The streets running east and west were, with the exception of High Street, named after ative trees. They were Vine, Sassafras, Mulberry, High, Chesnut (*sic*), Walnut, Spruce, ne, and Cedar. Of these, Sassafras and Mulberry are now called Race and Arch, High is arket, and Cedar, South Street. The streets intersecting these were numbered from each

river to Broad Street, which, in the original plan, was in the middle of the plot, the western series being distinguished by the clumsy affix of "Schuylkill," as "Schuylkill Front," "Schuylkill Second," etc., until a comparatively recent period, when their nomenclature was reconstructed on more euphonious principles.

The city proper was confined within these narrow limits from the date of its incorporation by Penn, in 1701, until 1854, when the Legislature, commiserating its overcrowded condition,—wedged in, as it was, among its lusty children, Kensington, Germantown, Northern Liberties, West Philadelphia, Southwark, and the rest,—took them all in at one grasp, and incorporated the whole County of Philadelphia,—a territory twenty-three miles long and averaging five and a half broad, having an area of one hundred and twenty-nine and one-eighth square miles. The city has now plenty of elbow-room, and permission to grow as fast and as large as it

MADISON SQUARE.

pleases; a privilege of which it is not slow to take advantage, as the hundreds of building-permits issued monthly, and the solid squares of dwellings rising simultaneously from the ground on all the outskirts, bear ample testimony.

The original city, with its crowded buildings and noisy streets, is fast yielding to the demands of commerce. The vicinity of the spot where it was begun,—Front Street, from Walnut to Arch,—though bustling and noisy enough during business hours, is a perfect desolation after six o'clock, and the thousands who throng there all day long are miles away, resting, most of them, in comfortable homes, with plenty of living-room about them. There is no swarming in tenement houses, whole villages under one roof, and large families in one room, as in New York.

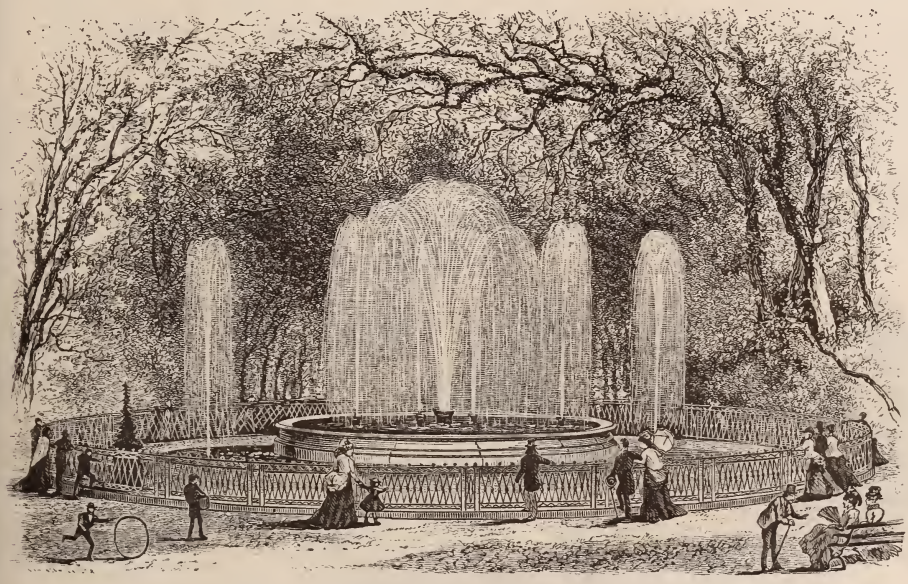
The advancing tide of commerce and trade, ever surging westward from the Delaware, has already swept over Broad Street in the centre of the city, driving the dwellings of the people

before it. Market Street is lined with shops and warehouses from river to river; Chestnut is invaded as far as Fifteenth Street, and Arch beyond Tenth; while north and south traffic extends, on certain streets, to the limits of the built-up city.

This disposition to give her citizens comfortable homes is Philadelphia's greatest pride and glory. With a population less than that of New York, she has sixty thousand more houses. The poorest of the poor are scarcely compelled to live in quarters too small for them, and every mechanic can have a house to himself on payment of a moderate rental.

Madison Square and St. Alban's Place, on Gray's Ferry Road, are instances of what can be done toward providing tasteful homes for the people. In each, two rows of houses, moderate in size, but built with an eye to substantial comfort, face each other across a wide street, down the middle of which stretches a miniature park.

Philadelphia now has, in round numbers, a population of eight hundred thousand, living in



VIEW OF FOUNTAIN IN FRANKLIN SQUARE.

ne hundred and thirty thousand dwellings. It has one thousand miles of streets and roads, ıore than half of which are paved, and beneath them run one hundred and forty miles of ewers, over six hundred miles of gas mains, and nearly as many of water-pipes. It has two undred and twenty miles of street railways, running two thousand passenger cars; and four hun-red public schools, with over sixteen hundred teachers and more than eighty thousand pupils.

But, as we have remarked above, the plan of the city, as it existed in the mind of its founder, ontemplated an abundance of room; and this is the legitimate outgrowth of Penn's idea, hich has never been permitted to die out entirely. His magnificent Centre Square shrank, deed, to the comparatively diminutive Penn Squares, and even these have now been oblit-rated by the splendid municipal buildings at the intersection of Broad and Market Streets; but ese same Broad and Market Streets retain their pristine width; the former of one hundred ıd thirteen feet, the latter of one hundred. The four squares in the four quarters of the city e still in existence, and, though long condemned to obscurity and neglect, they are now stored, and fulfilling their intended mission as "the lungs of the city."

Washington Square is at Sixth and Walnut Streets; close beside what was once the State-ouse Yard, now called Independence Square, in grateful remembrance that in it liberty was st proclaimed to the people.

Washington Square was once a "Potter's field." Many soldiers, victims of the smallpox and camp fever, were buried here during the Revolution. The ground under the waving trees and springing grass, where the birds sing and the children play, is literally "full of dead men's bones," but the grass is no less green, the sunshine no less bright, on that account, and the dead sleep none the less peacefully, for the life above them.

"The knights' bones are dust,
And their swords are rust,
Their souls are with the saints, we trust."

At Eighteenth and Walnut Streets is Rittenhouse Square, and at Eighteenth and Race is Logan Square, the site of the great Sanitary Fair in 1864, when the entire square was roofed over and boarded up, the trunks of the trees standing as pillars in the aisles of the huge building, and their branches waving far above the roof.

Franklin Square, at Sixth and Race, also long used as a burying-ground, completes the original number, and is rendered more attractive than the others by a large fountain, which plays daily during the summer.

These, with the addition of Independence Square, the comparatively new Norris Square, in Kensington, and Jefferson Square, at Third and Washington Avenue, are the most important in the city; but there are about half a dozen smaller ones in different sections, and we must devote a separate chapter to that grand breathing-place, Fairmount Park,—a resort unsurpassed in America.

Penn first set foot on the site of his future city at the "Blue Anchor Landing," at the mouth of Dock Creek, in the vicinity of what is now the corner of Front and Dock Streets; where stood the "Blue Anchor Tavern,"—the first house built within the ancient limits of the city. Then, and long afterwards, Dock Creek was a considerable stream; Penn counted on it to furnish a natural canal to the heart of the town, and it was used for that purpose at first, but the water became so offensive, and the mud and washings of the city, which the current was too sluggish to remove, filled it up so rapidly, that it was finally arched over, and wagons now run where boats formerly floated, and the visitor to the venerable Girard Bank, on Third Street, below Chestnut, sees little to remind him that on the site of this stately pile a sloop, "loaded with rum from Barbadoes," once lay and discharged her cargo. And this explains the anomaly of the winding Dock Street in the midst of the primly-drawn right lines of the ancient town: the street was constructed over a winding creek.

PHILADELPHIA AS PENN FIRST SAW IT. THE BLUE ANCHOR LANDING.

The Blue Anchor Tavern was the beginning of Philadelphia, but other houses were in progress before it was finished; Front Street was soon opened, and building followed its line. The first winter was passed by many of the inhabitants in caves dug in the river-bank, they having no time to build houses before the coming of cold weather. Log houses, however, soon became numerous enough to shelter all the people; and the growth of the city, beginning thus on the Delaware, pushed gradually north, south, and west, until it became what we now see it. Dock Creek, as we have seen, was obliterated. "Society Hill," in the neighborhood of Front and Pine, where Alderman Plumstead had his hanging-garden, and Whitefield, at a

later day, preached to fifteen thousand people, was razed, as was also the high bluff on the Delaware bank which Penn was so anxious to preserve as a public promenade forever, ordering that no houses should be built east of Front Street. All that remains of the bluff is an occasional flight of stairs leading up from Water to Front Street. Arch Street was sunk so low in a ravine that Front Street crossed it by an arched bridge, whence it derived its name; but bridge and ravine are both gone now. So is the Duck Pond at Fourth and Market, into which the tide flowed, and in which boys caught fish that had found their way there from the Delaware; and so is Pegg's Run, once a considerable stream running from a spring in Spring Garden Street, near Sixth (whence the name of the former), through a marsh; to its junction with the Delaware, in the neighborhood of Noble Street. All these were once landmarks, but the present generation scarcely knows their names.

THE STREETS.

PHILADELPHIA grew too fast and in too many directions at once, to permit either its business or its objects of interest to be collected in one quarter, or to follow a uniform line of position. The stranger visiting the city cannot walk up town, guide-book in hand, and see all that is to be seen, in a morning walk; nor can we direct him how to gather all the attractive points in a single route. The best we can do is to give him an idea of the arrangements of the streets, and tell him where the points he will probably wish to see are located. Our map will then enable him to find them easily.

All the streets running north and south are *numbered* from a base-line which is best described by saying that it is one square east of Front Street. In the original city, this is the Delaware; but the stream curves both above and below these limits, and so streets east of that line are found in Kensington, Richmond, Southwark, and other parts of the present city.

The houses are numbered alternately,—even numbers on the south side of the street, odd numbers on the north. Front Street being No. 1, the house next west of it is No. 100. At Second Street, though the first 100 is not exhausted, a second series begins; and in this way one can always tell between what north-and-south-running streets he is. If the number of the nearest house is 836, for instance, he knows that Eighth Street is east of him, and that the next street west is Ninth.

The regular succession of the numbered streets is interfered with in the vicinity of the Schuylkill by the winding course of that stream, which at Market Street causes a hiatus from Twenty-third to Thirtieth Streets. As, however, Thirtieth Street follows the western bank of the river, it forms a convenient means of distinguishing the location of a given address, as everything west of Thirtieth Street (and consequently, all houses numbered over 3000, in this direction) must be in West Philadelphia.

Some unimportant exceptions to the rule just stated may be noticed in the way of *named* streets running north and south; but there are few; and being, with the exception of Franklin Street, and perhaps one or two others, little better than alleys, they are not likely to mislead the visitor. But there are no exceptions to the rule that *all* streets running *east and west* have names, instead of numbers.

Market Street is always considered as a point of departure in reckoning these streets. It is, indeed, the base-line of the city. From it the houses are numbered north and south, and it is the grand business-centre,—the great artery, lying in the middle of the body corporate, and sending its streams of human and commercial life to all parts, not only of the metropolis, but of the State. This was the "High Street" of Penn and his successors, and its magnificent width was first made available to accommodate a line of market-houses which the founders of the place early provided for. The encroachments of commerce swept these out of

existence long ago, but not until they had given the street its new name. It is one hundred feet wide, and, like Broad, runs in a perfectly straight line from one side of the city to the other.

As in the streets running east and west, so in those running north and south, the houses are numbered alternately, even numbers on the west, odd numbers on the east; and certain streets are designated as boundaries of the hundreds; for, when the city came to be closely built up,

VIEW ON MARKET STREET.

it was found that Penn's magnificent plan was on too grand a scale for practical purposes, and what might be termed *intercalary* streets had to be introduced. Another reason for these intermediate streets is that, as the city grew beyond its pristine limits, it became necessary to deflect the streets from a right line in order to accommodate them to the ground to be covered, as its shape was determined by the curving banks of the two rivers; and still another reason may be found in the failure of those who laid out the suburbs before mentioned to foresee the day when their infant colonies would be swallowed up by the young giant in their midst. They never expected them to be made part of Philadelphia, and saw no reason why their streets should conform to others just starting two or three miles away.

After all, though, the streets forming the "even hundreds" are, with few exceptions, the principal ones, and are easily recognized, even without the assistance of the lists which may be obtained at any hotel.

A few notable exceptions to the rectangular plan of the streets stretch away from the original town-plot, crossing lots as recklessly as if made by schoolboys impatiently taking the nearest way to chestnut-grove or huckleberry-patch, in the far-away past, and leading to the very confines of the city. These are the remains of highways built to connect Philadelphia with the outlying towns around her. They were formerly called roads; and even now, though polite usage styles them "avenues," the homely phrase of the common folk clings to the old title, and it will be long before "Ridge Avenue" will be as familiar to the genuine Philadelphian as the "Ridge Road" of his boyhood. There is a local pride in keeping up the old names,—a certain home feeling, a familiarity born of old associations, which one does not willingly surrender. "Ridge Avenue" has a grandiloquent sound, well calculated to tickle the ears of "outside barbarians," and quite good enough for them; but what do they know about "Ridge Road"? "Ridge Avenue" leads to Manayunk and the valley of the Schuylkill, but "Ridge Road," or its still dearer form, "the Ridge," leads back into the recesses of every true Philadelphian's memory. Think you he will easily vacate this highway to the past?

Another of these historic avenues leads to Germantown; one goes to Frankford; another to Darby; Passyunk Avenue starts from South below Fifth, and runs southwest to Point Breeze; while others, again, are to be found in different parts of the city, running in all imaginable directions, as they were located by and for the public convenience.

RELICS OF THE PAST.

PHILADELPHIA might with propriety be termed the Historical City of the Union, as it contains more souvenirs of our early history than any other. The oldest of these relics of antiquity, or what passes for antiquity in this emphatically *New* World, is the Old Swedes' Church, in Southwark, the ancient Wicaco.

This venerable edifice was built in 1700, to take the place of a log structure which was erected in 1677 and served equally well for church or fort, as the exigencies of those somewhat uncertain times might demand. The present church is of brick, and is still regularly used. It stands in a cemetery where gravestones of all dates, from 1700, and the years immediately following, down to yesterday, may be seen; though most of the oldest stones are so weather-worn that their inscriptions are partially or completely illegible. The building stands on Swanson Street, below Christian, but looks toward Otsego Street, from which it is reached by passing through the cemetery. Visitors can take Second and Third Street cars to Christian.

Another relic, whose genuineness is established by Watson in his "Annals," is Penn's cottage in Letitia Street, a small street running from Market to Chestnut, between Front and Second. This house was built for Penn's use, probably before his arrival in the settlement, and has, curiously enough, withstood the march of improvement which has swept away many more pretentious structures. It is a little two-story brick house, on the west side of the street, a few doors south of Market.

A few steps from this, on the southwest corner of Front and Market Streets, is a small brick house, whose unique appearance attracts one's attention even before he knows that there is anything remarkable about it. It is now used as a tobacco-store; but a hundred years ago it was the celebrated "London Coffee-House," where all the dignitaries of the city were accustomed to meet and—oh, primeval simplicity!—fill the exhilarating cup, and pledge each other

in—piping hot coffee. No stronger drink was sold there. The house was built in 1702, and was used as a dwelling-house for the first fifty years of its existence.

No. 239 Arch Street, though a more modern building, is also noticeable as the place where the first American flag was made.

On Second Street, north of Market, stands Christ Church, on the site of the first church erected by the followers of Penn. Tradition says that the frame church built by them in 1695 was used as a place of worship until the walls of the new building inclosed it and were roofed over, when the old church was taken down and carried out piecemeal. The present edifice was begun in 1727, and finished by the raising of the steeple in 1753–4. It is a solemn old place,—just the spot for one to think in and recall the many associations connected with it. The noisy street in front was quiet enough when the builders of this church walked solemnly to meeting on the Sabbath. It was grand enough, too, when Washington's gorgeous chariot, drawn by four elegant long-tailed bays, drew up before the church, and its stately master stepped inside through a waiting crowd of his admiring countrymen. The marble slabs in the yard have been worn smooth by the feet of those whom our country delights to honor. In the aisles are buried John Penn, Dr. Richard Peters, Robert Asheton, and many others, great men in their day, but all forgotten now. The bells in this high tower are said to be the oldest on this side of the Atlantic,—certainly the oldest chime. They joined in the pæan with which the State-House bell announced the birth of Liberty, and fled, like many of the congregation that worshiped below them, when it became evident that the city could not hold out against the enemy; but, like the congregation, they returned when the enemy was gone, and were not a whit disheartened by their exile.

These bells, eight in number, were cast in London. Their leader, the tenor, says, "Christ Church, Philadelphia, 1754. Thomas Lester and Thomas Peck, of London, made us all." They were brought over, free of charge, by Captain Budden, in the ship "Myrtilla," and never failed thereafter to ring a joyous welcome whenever the captain's ship was seen coming up the river. One was cracked about 1834–5 and returned to its birthplace, White Chapel Bell Foundry, where Thomas Mears, the successor of Messrs. Lester and Peck, recast it and sent it back with an appropriate inscription. A tablet in the ringers' room records the fact that

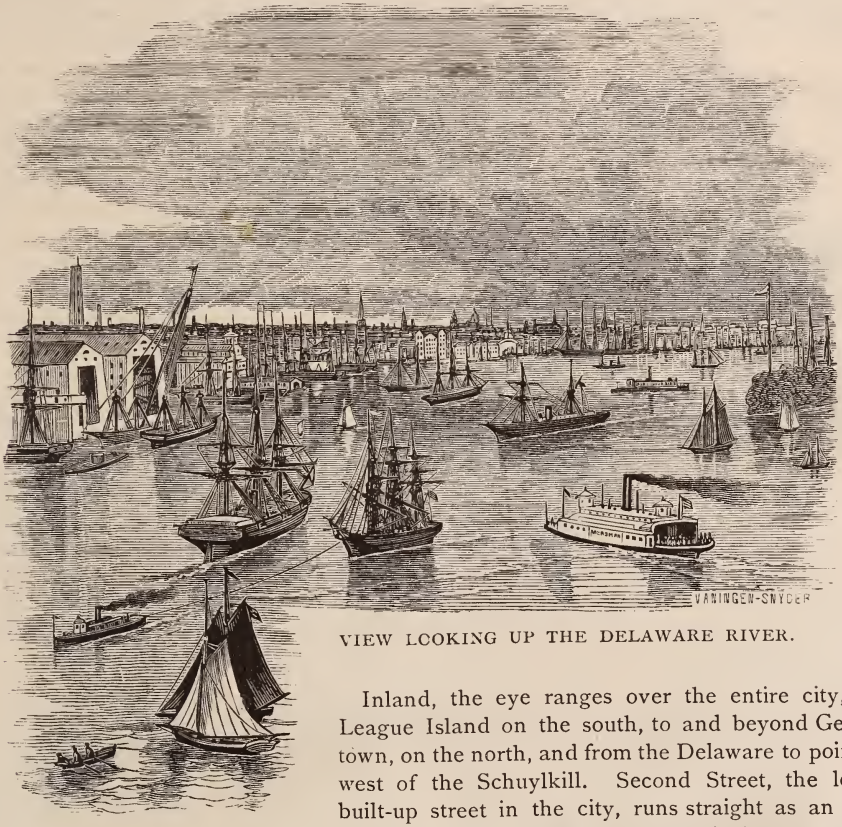
On Sunday, June 9, 1850, was rung in this Steeple Mr. Holt's celebrated ten-part peal of Grandsire triples, consisting of 5040 changes, in 3 hours and 15 minutes, by [eight performers], being the first peal of change-ringing ever performed in the United States.

The massive timbers which uphold these bells are as sound as when put in, a century ago, and look as if they were good for another century, at least.

The steeple of this church is one hundred and ninety-six feet in height, and the view from the outlook, which is probably one hundred and fifty feet from the ground, is beautiful enough to repay visitors for all the risk they run of cracked crowns and broken necks in ascending the dark and tortuous stairs. The Delaware, with its puffing steamers and white-sailed ships, lies almost at the feet of the spectator, and is spread like a panorama for miles and miles. Away to the south a gleaming line indicates the junction of the two rivers, at League Island. Nearer the eye, the masts of Uncle Sam's big ships at the Navy Yard are displayed; ferry-boats steam steadily across the river; and restless tugs ply up and down, convoying vessels a dozen times their size, or dash about in search of a tow; all the wharves are crowded with vessels of all sizes, from the great ocean steamer to the diminutive "tub," and all the river is white with arriving and departing sails. Smith's and Windmill Islands lie in midstream almost opposite, and Petty's Island lies a short distance above. Near it a cloud of dust and a forest of masts mark the great coal-shipping port of the Reading Railroad, at Richmond; and beyond the river ripples and sparkles until lost in the hazy distance.

Across the river are Camden and Gloucester, and behind them the level sands of New Jersey stretch away, so flat and unbroken by anything that would obstruct the vision that it requires

no great stretch of the imagination to believe that with a glass of moderate power one might see the waves of the Atlantic, sixty miles away as the crow flies.



VIEW LOOKING UP THE DELAWARE RIVER.

Inland, the eye ranges over the entire city, from League Island on the south, to and beyond Germantown, on the north, and from the Delaware to points far west of the Schuylkill. Second Street, the longest built-up street in the city, runs straight as an arrow to the northward, until its course is lost among the trees in the suburbs. Dozens of church spires rise into the air, the tall white stand-pipe of the Kensington Water-works standing conspicuous among them on the Delaware side of the city, matched by that of the Twenty-fourth Ward Works on the west side of the Schuylkill. To the northwest, Girard College stands boldly out; the Moorish dome of the Broad Street Jewish Synagogue rises south of it; and almost due west of the spectator the massive bulk of the Masonic Temple, and the graceful spires, brown and white, of the churches at Broad and Arch, mark the spot which is destined to contain, in the near future, a collection of architectural triumphs unrivaled in the city. Bits of green, set here and there among the crowding houses, indicate the public squares; and beyond all the eye rests delighted on the leafy richness of Fairmount Park and of the open country in the suburbs.

Nor must we overlook a small street opening into Second Street, directly opposite the church, and a tall block of warehouses closing up its eastern end; for these were Stephen Girard's stores and houses, and all the land about them belonged to him.

Christ Church belongs to the Protestant Episcopal denomination. Two services are held in it on Sunday, and it is open for prayers on Wednesday and Friday at 11 A.M., at which times it may be visited.

The great elm-tree under which William Penn made his famous treaty with the Indians was at Shackamaxon (now Kensington),—a name still preserved in the nomenclature of the streets in that vicinity. The silent witness of "the only treaty ever ratified without an oath, and the

only one never broken," stood for more than a century. It was a favorite resort in summer time; the citizens sat under its branches, and whole congregations worshiped in its shade; but in 1810 it was blown down, and nothing now remains to mark the place where it stood but an insignificant monument, which none but a sharp eye can discover. It stands on the east side of Beach Street, a few steps north of Hanover (which is marked Columbia Street on most maps). The visitor who has imbibed the popular fallacy that the streets of Philadelphia are straight, and cross each other at right angles, has only to visit Kensington to be thoroughly and permanently cured of that idea. If he can make his way, unassisted, from any business centre to the site of the famous Treaty Tree, without becoming hopelessly bewildered, he will do for a backwoodsman. All others should take the Second and Third Street cars to Hanover Street. They will then have but one square to walk.

THE PENN TREATY MONUMENT.

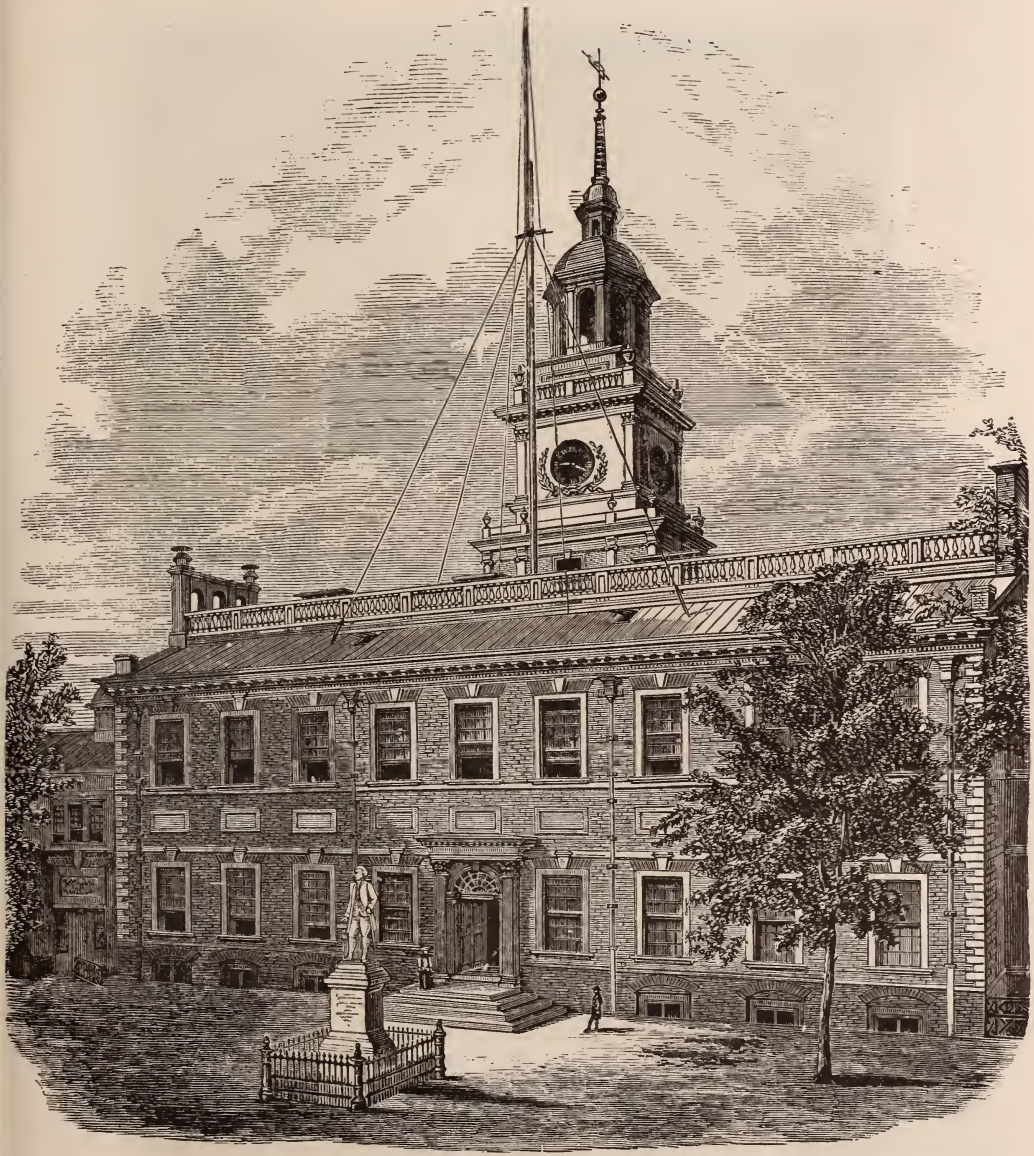
The stone, which is not noticeable from across the street, stands in an inclosure just large enough to hold it, in the midst of stone and lumber yards, and in the shade of a tall elm which may possibly be a lineal descendant of the one whose site it shades.

An interesting relic of our early history, and one whose disappearance every true Philadelphian must regret, was Penn's Mansion, the 'Old Slate-Roof House,"—so called because at the time it was built it was the only structure covered with that material in the city. This house, which stood on Second Street, below Chestnut, was built by Samuel Carpenter at a very early date, and was used as a residence by Penn on the occasion of his second visit to this country, in 1700, at which time he brought his family with

THE OLD SLATE-ROOF HOUSE.

him. Here John Penn, the only member of the family born on American soil, and called for that reason "the American," was born, one month after the arrival of the family. Here Governor Lloyd, one of Penn's companions, a descendant—according to tradition—of Meric, who bore one of the four golden shields before Arthur when he was crowned king at Caerleon, him-

self the heir to great estates, and an early deputy-governor of Pennsylvania, was a frequent visitor. Here Isaac Norris, the first of a still honorable house, and Isaac his son and successor in the Speakership of the Provincial Assembly, were frequent guests. Here, in later times, General Forbes, Braddock's successor, died; and still later, General Harry Lee was also buried



INDEPENDENCE HALL.

from the house, while Washington, Hancock, Reed, Dickinson, the elder Adams, and their contemporaries often honored the old mansion by their presence.

Afterwards its glory departed. It sank lower and lower in the scale of respectability, until at last, having become a mere shell and hollow mockery of its former greatness, it was torn

down, in 1867, to make room for the splendid building of the Commercial Exchange, which stands on its site.

On the south side of Chestnut Street, about midway between Third and Fourth Streets, an iron railing guards the passage-way to a building which deserves more than any other the proud title of the cradle of American Independence. It is Carpenters' Hall, the place where,

INTERIOR VIEW OF INDEPENDENCE HALL, IN 1873.

as an inscription on the wall proudly testifies, "Henry, Hancock, and Adams inspired the Delegates of the Colonies with Nerve and Sinew for the Toils of War;" the place where the first Continental Congress met, and where the famous "first prayer in Congress" was delivered by Parson Duché on the morning after the news of the bombardment of Boston had been received, and men knew that the war was indeed "inevitable."

Here the first Provincial Assembly held its sittings, to be succeeded by the British troops, and afterwards by the first United States Bank, and still later by the Bank of Pennsylvania.

CARPENTERS' HALL.

Built in 1770, Carpenters' Hall was at first intended only for the uses of the Society of Carpenters, by whom it was founded. Its central location, however, caused it to be used for the meetings of delegates to the Continental Congress, and for other public purposes; and when no longer needed for these, it passed from tenant to tenant, until it degenerated into an auction-room. Then the Company of Carpenters, taking patriotic counsel, resumed control of it, fitted it up to represent as nearly as might be its appearance in Revolutionary days, and now keeps it as a sacred relic. The walls are hung with interesting mementos of the times that tried men's souls. The door is always open to the patriotic visitor.

Little need be said of Independence Hall, for it is known wherever America herself is known, and its history is a familiar one to every schoolboy. Commenced in 1729, and completed in 1735, the State-House is most intimately associated in the American mind with the date 1776. In the east room of the main building (Independence Hall proper) the second Continental Congress met, and there, on the 4th of July, 1776, the Declaration of Independence was adopted, and from the steps leading into Independence Square, then the State-House Yard, it was read to the multitude assembled by the joyful pealing of the bell overhead,—the same bell which now, cracked and useless, but with its grand, prophetic motto still intact, rests in state in the entrance hall. And in Congress Hall, in the second story, Washington delivered his farewell address.

Independence Hall is preserved as befits the glorious deed that was done in it. The furniture is the same as that used by Congress; portraits of our country's heroes crowd the walls, and relics of our early history are everywhere. The building stands on the south side of Chestnut Street, between Fifth and Sixth. The three isolated buildings which stood here in 1776 are now connected, others having been built in the spaces between them, and the entire square is now used for court-rooms and offices connected with them, and has a local reputation as "State-House Row."

FRANKLIN'S GRAVE.

Visitors are admitted to Independence Hall between 8 A.M. and 10 P.M. daily. An interesting museum of articles connected with American history has also been established here, which contains much to attract the attention of the patriotic visitor.

The wide sidewalk in front of State-House Row is paved with slate, which forms an admirable pavement, and is ornamented with trees. Two drinking-fountains represent one of Philadelphia's noblest charities, and a statue of Washington guards the place whose memory is so inseparably linked with his own.

Still another memento connected with the Declaration of Independence exists. It is, or, rather, was, "Hiltzheimer's New House," once Jefferson's boarding-house, and the place where he wrote the immortal Declaration. It is a plain, three-story brick building, on the southwest corner of Seventh and Market Streets. The lower floor is now a clothing depot, and the upper ones are used for various business purposes.

Another shrine which the patriotic pilgrim will not fail to visit is Franklin's grave. It is in the graveyard of Christ Church, on the corner of Fifth and Arch. A section of iron railing in the brick wall on Arch Street permits the visitor to look upon the plain slab which, in accordance with Franklin's wishes, covers all that remains of the philosopher-statesman and his wife.

MARKET STREET.

MARKET STREET, from river to river, is the grand *entrepôt* of inland and foreign commerce. Its magnificent width affords ample room and great facilities for the moving of heavy goods;

VIEW ON MARKET STREET.—J. B. LIPPINCOTT & CO.'S PUBLISHING HOUSE.

railway tracks are laid down in it, running directly into numerous depots and warehouses, and whole cargoes of merchandise are thus daily sent from the warehouse direct to distant points.

A walk along this street shows many fine buildings, but few of special note. We have already alluded to the Old London Coffee-House, on the corner of Front and Market; to Penn's House, in Letitia Street, and to Christ Church, in Second Street, above Market.

Second Street presents in itself a peculiar feature of the city, which the visitor should not fail to see. It is to Philadelphia what the Bowery is to New York. Of great length, and running in an almost undeviatingly straight line from the northern to the southern portions of the city, it is lined with miles of retail stores of the humbler class, placed with a most supreme disregard for the fitness of things. Hardware, clothing, grocery, confectionery, dry-goods, and almost every other conceivable species of store, follow each other with as little regularity as the scenes in a kaleidoscope.

J. B. LIPPINCOTT & CO.'S PRINTING-OFFICE AND BINDERY.

But, interesting though Second Street is, we cannot linger long here, but must return to the busy, bustling scenes of Market Street. Of the many large business houses on this street, we make special mention of the establishments of Garden & Co., extensive dealers in hats, whose tall, white building is a conspicuous object on Market above Sixth, and that of J. B. Lippincott & Co., one of the largest publishing houses in the world. This establishment is older than the present century, and has risen with the city, from a small beginning to its present mammoth proportions. Their Printing-Office and Bindery, on Filbert Street, in the rear of the store, is one of the largest and most substantial buildings in the city.

On the northwest corner of Market and Eighth stands the large and handsome store of Strawbridge & Clothier, one of the most extensive retail dry-goods houses in the city.

The mammoth establishment of Hood, Bonbright & Co., importers and jobbers of dry-goods, on Market Street, above Eighth, is also worthy of special notice.

A good hotel, at a moderate price, will be found in the Bingham House, the third in size in the city. This house is on the corner of Eleventh and Market, and, as shown in the cut, covers a great extent of ground.

The square of ground opposite the Bingham House, and bounded by Chestnut, Market, Eleventh and Twelfth, is one of the monuments of Philadelphia's most munificent benefactor, Stephen Girard. This gentleman left the whole of his enormous wealth to the city of Philadelphia, excepting some minor bequests, amounting, in the aggregate, to between three and four hundred thousand dollars.

The best known of the trusts established by Mr. Girard's will is the celebrated Girard College, spoken of in another place. Another was the square of ground above described, which is now covered with buildings, and thus tends by its rentals to reduce materially the city taxes.

Another princely bequest of Mr. Girard's was about eighteen thousand acres of coal and timber lands in Schuylkill and Columbia Counties. Of this territory it is estimated that five thousand five hundred acres is coal land. With the exception of a small amount mined by Stephen Girard himself, very early in the history of coal-mining, these magnificent deposits were untouched until 1863, when they were developed, and found to be among the best anthracite coal lands in the State. There are now ten collieries located on the Girard lands, producing about one million tons of coal annually.

HOOD, BONBRIGHT & CO.'S DRY-GOODS HOUSE.

Mr. Girard also bequeathed to the city four thousand seven hundred and seventy-five acres of land in what is now Hart County, Kentucky; and this has also proved a source of revenue.

Immediately opposite a portion of the Girard Square, on the northeast corner of Twelfth and Market, is a huge building known as the "Farmers' Market." This was built by the associated farmers, who, considering themselves aggrieved by the manner in which the public markets were conducted, resolved to build a house for themselves; and we cannot regret the quarrel, since it has given us this fine and convenient building.

Two other market-houses, similarly constructed, are situated farther west on this street.

Extensive gas works are situated at Twenty-Third and Market.

The Market Street Bridge, a commodious but unsightly structure, does good service in transporting goods and passengers to the western division of the city. All the merchandise and nearly all the passengers for the Pennsylvania Railroad and its numerous branches must cross this bridge; having done which, they speedily arrive at the company's two depots, occupying the square on the north side of Market, between Thirty-first and Thirty-second.

Market Street is fast pushing its way westward. Already its line of horse-cars runs to Forty-first Street, while a branch extends to Haddington, on the western verge of the city.

This line of cars runs to the celebrated "Kirkbride" Lunatic Asylum, more properly known as the Pennsylvania Hospital for the Insane, the oldest institution of the kind in America,

EIGHTH AND MARKET STREETS.—STRAWBRIDGE & CLOTHIER'S DRY-GOODS HOUSE.

having been established in 1751; though it has occupied its present location only since 1841. The institution is located on a farm of one hundred and thirteen acres, the entrance-gates

BINGHAM HOUSE.

being on Haverford Road. About one-third of the grounds is laid out in gardens and pleasure-grounds, and the whole estate is fitted up in the manner most calculated to attract and interest the patients. The treatment is such that the mind is kept constantly employed, and the patients are restored to health, if at all, by kindness and judicious treatment, instead of enduring the mad-house horrors so common in the last century.

VIEW DOWN MARKET STREET, FROM TWELFTH.

Permits to visit the asylum can be obtained at the office of the *Public Ledger*, Sixth and Chestnut Streets.

CHESTNUT STREET.

THE stranger visiting Philadelphia will naturally consider Chestnut Street as the representative of the city. Its noble buildings, its handsome stores, and especially the crowds which at all times throng its sidewalks, induce him to associate the idea of Philadelphia with this single street; and it is this which presents itself to his mind's eye whenever the city is afterwards named in his hearing.

Let us in imagination traverse the entire length of the street, and note its objects of interest.

Starting from the Delaware front of the city, at Chestnut Street Wharf, where many river steamers land, we turn our faces westward, pass through the tide of commerce which ever flows along Delaware Avenue, on the river bank, and climb the rather steep grade leading up to Front Street, which still presents a reminder of William Penn's "high and dry bank."

The lofty fronts of wholesale dry-goods houses, which line both sides of the street as far as Third Street, together with the narrow sidewalks, make this portion of it seem narrow and gloomy, though the roadway is of uniform width from end to end. At Second Street we make a diversion to the left, and in a moment stand before the Chamber of Commerce, the new and handsome hall of the Commercial Exchange. This building, which is of brown stone, in the Roman-Gothic style, was built in 1870, on the site of the first Exchange, which was destroyed by fire about a year before, while still in its first youth, and which was the noble successor of what was, in its time, a noble mansion,—the "Slate-Roof House," already spoken of.

CHESTNUT STREET BRIDGE.

Immediately opposite the Chamber of Commerce stands a plain brick building, chiefly conspicuous from its great size and severe simplicity of style. This contains the United States Appraiser's Stores, and is noted as being one of the few really fire-proof buildings in America. Its brick walls are of enormous thickness, and the windows are protected by iron shutters, set in niches so deep that no fire can warp them open. Inside, all is of iron and brick, coated with fire-proof cement where necessary, and so arranged that the entire contents of one room may burn without injuring anything contained in the adjoining apartments.

The building is 74 feet front by 247 feet in depth, and is five stories high, exclusive of the basement. It occupies the site of the old Pennsylvania Bank building, the marble of which that structure was composed having been built into the vaults, in default of a purchaser, thus presenting the anomaly of a massive foundation of marble placed

BANK OF NORTH AMERICA.

under a brick building, and that, too, at a cost much less than that of ordinary stone. This building is quite new, having been finished in the fall of 1871. Its warerooms are of magnificent dimensions, two of them being 70 by 130 feet in extent, and three others 70 by 180.

Retracing our steps to Chestnut Street, we admire the handsome buildings which adorn it between Second and Third Streets; among these the Jayne building, of gray granite, is especially noticeable. On the opposite side of the street is the Bank of Commerce, of brown stone. On the southeast corner of Third is the main office of the Western Union Telegraph Company, a five-story brick building, radiating wires in every direction, in such numbers that the intersection of the streets seems to be covered with an iron net-work. Directly opposite this, on the southwest corner, is the office of the *Public Record*.

Third Street is the home of the bankers and brokers. To a certain extent, it is the Wall Street of Philadelphia. On it we find the eminent banking-house of Drexel & Co., and many others.

BUILDING OF THE GUARANTEE TRUST AND SAFE DEPOSIT COMPANY.

Again turning to the left, we pass the office of the *Evening Telegraph*, and a few doors below it we find the Girard Bank, a venerable but still stately edifice, built 1795–8 for the first United States Bank, and afterwards occupied by the man whose name it bears, and whose memory Philadelphia must ever cherish as that of the most munificent benefactor she has ever had; and nearly opposite this is the Tradesmen's Bank, a small but elegantly-designed building of white New Hampshire granite.

Again resuming our way up Chestnut Street, we pass, on the south side, the office of the *Inquirer*, and immediately after, on the north, the Bank of North America, the first bank established in the United States, it having been founded by Congress in 1781, when the credit of the country was very far indeed below par. Robert Morris was one of the principal originators

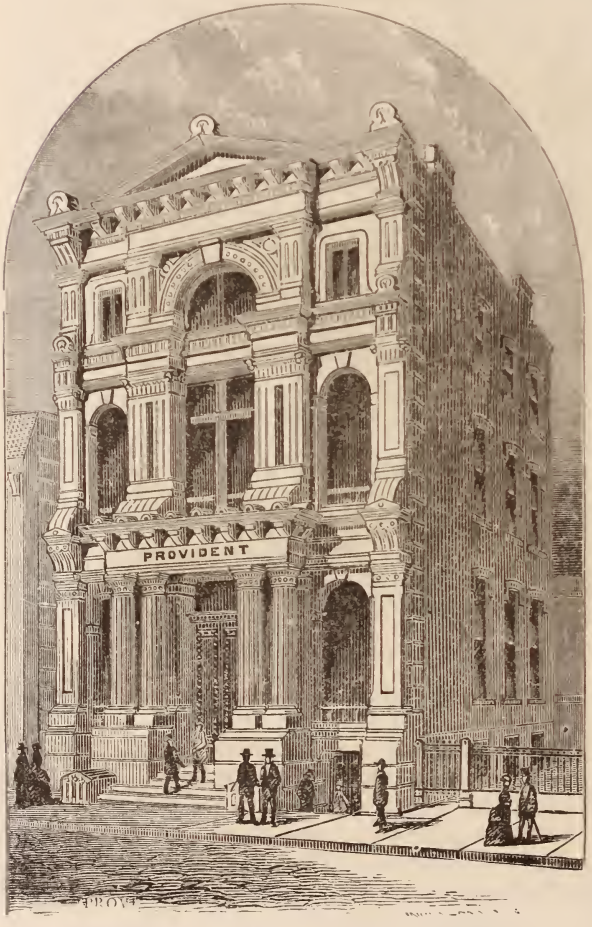
of this bank, and it proved a valuable auxiliary to his efforts in behalf of the public treasury. By its aid he succeeded in raising again the public credit and in establishing a good circulating medium. The present building is of brown stone, in the Florentine style of architecture. Just above, on the opposite side of the street, is the new building of the Guarantee Trust and Safe Deposit Company, a beautiful structure of pressed brick ornamented with Ohio stone and colored tiles. Its frontage on Chestnut Street is 57 feet, and its depth 198 feet. The building was erected in 1874, and has the merits of combining novelty and beauty of design with the greatest security against both fire and theft. The safe deposit vaults, six in

CUSTOM-HOUSE AND POST-OFFICE.

number, are situated at the rear end of the building, and are constructed with every precaution for safety. Each vault is ten feet wide by eighteen feet deep.

Below Fourth Street, and opposite Carpenters' Hall, is the elegant white marble building of the Fidelity Safe Deposit and Insurance Company, which combines a handsome exterior with the most impregnable security that modern science can devise. It is in the Italian style, with a front of Lee marble, and is the largest enterprise of the kind in the country. The safe alone weighs 150 tons, and cost $60,000. And on Fourth Street, just below Chestnut, stands the new iron building of the Provident Life and Trust Company, a much admired piece of architecture.

THE CONTINENTAL HOTEL.



PROVIDENT LIFE AND TRUST CO.'S BUILDING.

The Custom-House stands on the south side of the street, between Fourth and Fifth. It has two fronts, one on Chestnut, the other on Library Street, each ornamented with eight fluted Doric columns, 27 feet high and 4 feet 6 inches in diameter, supporting a heavy entablature. It is in imitation of the Parthenon at Athens, and is one of the purest specimens of Doric architecture in the country. The building was completed in 1824, having cost $500,000, and was formerly the United States Bank. It is now used by the United States Sub-Treasury and Custom-House officers.

Opposite the Custom-House, just above the Philadelphia Bank, a handsome granite building, stands the Farmers' and Mechanics' Bank, an imposing white marble structure. This Bank, one of the oldest institutions of its kind in the city, commenced its existence in 1807, with a capital of $700,000, as "An Association for the loaning of money upon reasonable terms, under the name and style of The President and Directors of the Farmers' and Mechanics' Bank in the City of Philadelphia, the object and operations of which are calculated to advance the interest of agriculture,

manufactures, and the mechanical arts, to produce benefit to trade and industry in general, and to repress the practice of usury." It first occupied the building No. 102 Chestnut Street (old number), above Third Street. In 1809 the Association was chartered by the Legislature of Pennsylvania as the Farmers' and Mechanics' Bank, with a capital of $1,250,000, and was four times re-chartered. Not very long after this the bank was moved to No. 100 Chestnut Street, where it remained until the purchase of a capacious mansion-house on the site of the present banking building. This house was a Revolutionary landmark, having been the head-quarters of Lord Howe during the British occupation of Philadelphia. In 1855 they took possession of their new building, the banking-room proper being in the rear, and approached by a corridor running through the front edifice, which is divided into offices, and is partly occupied by the Philadelphia Clearing-House. This Bank is the Clearing-House depositary, and is also transfer agent of the Commonwealth and City of Philadelphia, for the transfer of its loans and payment of the interest thereon. April 24, 1856, the capital was increased to $2,000,000.

Adjoining the Farmers' and Mechanics' Bank, just above, is the building of the Pennsylvania Life Insurance and Trust Company. The front is of Quincy granite, of a massive and imposing style of architecture, well suited to the substantial character of the Company, which is the oldest of its kind in the city, having been established in 1812. No expense or pains have been spared in rendering the new building perfect for its purposes, as a fire- and burglar-proof structure. The safes alone involved an outlay of nearly $100,000. The former office of the Company was in Walnut Street above Third.

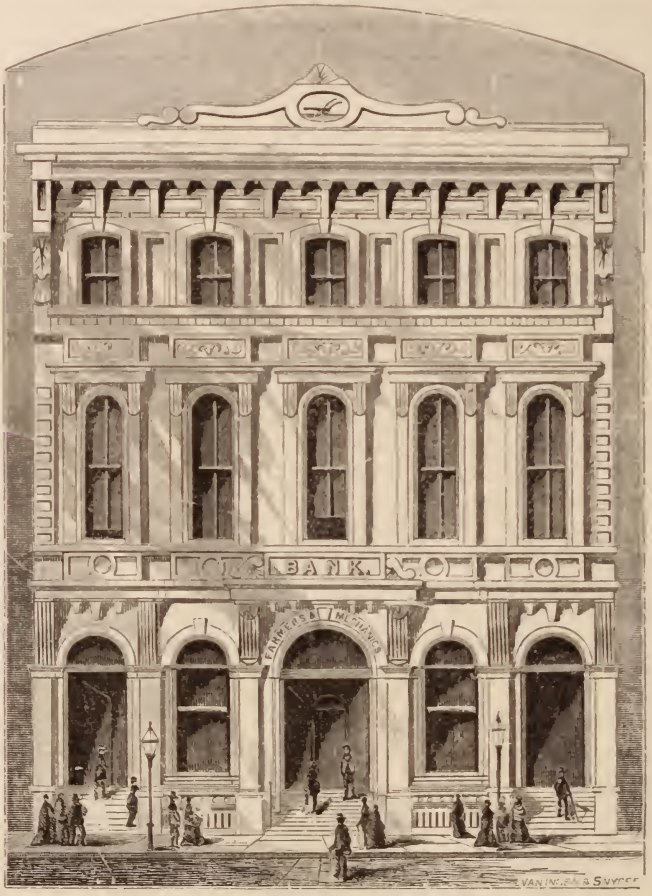
FIDELITY SAFE DEPOSIT COMPANY'S BUILDING.

Just above the Custom-House is the old Post-Office, a handsome marble building. Although the facilities of this department were greatly increased when this Office was built, not long since, the rapid growth of its business now calls for greater space, and to supply the want a new building is being erected at the corner of Ninth and Chestnut Streets, for which an appropriation of $3,000,000 has been made.

Around the corner, in Fifth Street, is the Philadelphia Library, one of the staidly solemn things which seem still to preserve the spirit of the city's Quaker founders. It was founded in 1731,—mainly through the influence of Dr. Franklin, whose statue, in marble, is placed over the entrance,—and took possession of its present buildings in 1790. It still observes the rules made for its government in 1731, and has a venerable air about it which impresses one strongly as he steps into its quiet halls. But, notwithstanding its age and sedateness, the library keeps

pace with time, and new books are constantly being placed on its shelves. The Loganian Library is in the same building. Both libraries united contain about 95,000 volumes.

The building of the American Philosophical Society stands opposite the library. The dream-life into which one unconsciously falls in the alcoves of the library is rudely broken, as he steps out, by the constant bustle about the Mayor's Office and the Police Headquarters, on the southwest corner of Fifth and Chestnut. This building is at the eastern end of "State-



FARMERS' AND MECHANICS' BANK.

House Row," noticed in connection with Independence Hall, which stands in the middle of the Row.

Glancing at Fred. Brown's handsome drug-store, on the northeast corner, we next pass the American Hotel, also on the north side of Chestnut Street.

On the southwest corner of Sixth and Chestnut, the imposing brown-stone pile of the *Ledger* building attracts the stranger's eye, and he recognizes it at once as one of the lions of the city. It is well shown in our engraving.

On the opposite side, a few doors above Sixth, is the office of the *Evening Bulletin*, the oldest afternoon paper in the city. Nearly opposite the *Bulletin* office is the handsome office of the *German Democrat*, and on the corner of Seventh Street that of the *Press*. On the corner opposite is the *Sunday Transcript* office, and above that is the office of the *Times*.

At this point the fashionable promenade may be said to begin. Bright faces and gay cos-

FIFTH AND CHESTNUT.

tumes throng the sidewalk beyond this, and the street is lined with the tastefully arranged shop-windows for which Philadelphia is noted. The group which our artist has collected in front

PUBLIC LEDGER BUILDING.

of the store of Henry A. Dreer, the well-known seedsman and florist, is a fair sample of what may be seen along this portion of the street on any fine afternoon.

The extensive and elegant front of the old Masonic Temple next attracts attention. It is a very beautiful building, and was once considered the finest of its kind in the United States; but it became too small, and the brethren of the mystic tie accordingly built the new and splendid structure at Broad and Filbert Streets, which will be noticed in the proper place. The old one will probably be devoted to business uses, the handsome stores already in the building showing its fitness for such purposes.

PENNSYLVANIA INSURANCE AND TRUST CO.'S BUILDING.

One block above, the Girard House lifts its stately front. This is the second hotel, in point of size, in the city of Philadelphia, and it is a formidable competitor of its mammoth rival across the way, the far-famed Continental.

The latter, by far the largest hotel in the city, covers forty-one thousand five hundred and thirty-six square feet of ground. It is six stories high; the Chestnut Street front being of Albert and Pictou sandstone, and the others, on Ninth and Sansom Streets, of fine pressed brick. It was opened in February, 1860, and has ever since been a favorite with the traveling public. All its appointments are of the most perfect description. An elevator carries guests from the ground floor to the highest story; telegraph wires convey their messages to any part of the country; their baggage is checked and their tickets purchased under the same roof; while the tables are of the finest.

Diagonally across from the Continental is the site for the new Post-Office, on the north side of Chestnut, above Ninth. It will occupy half the square between Chestnut and Market and Ninth and Tenth. At this writing, the details of the new Post-Office have not been completed. The ground appropriated to its use extends from Chestnut to Market Streets, a distance of 484 feet, and is 175 feet 9 inches in width. The building will cover 425 feet 8 inches on Ninth Street by 150 feet on Chestnut and Market. It is proposed to make Ninth Street 20 feet wider, and it is thought the United States Government will eventually purchase the whole square bounded by Chestnut, Market, Ninth and Tenth Streets, and dedicate it to national use.

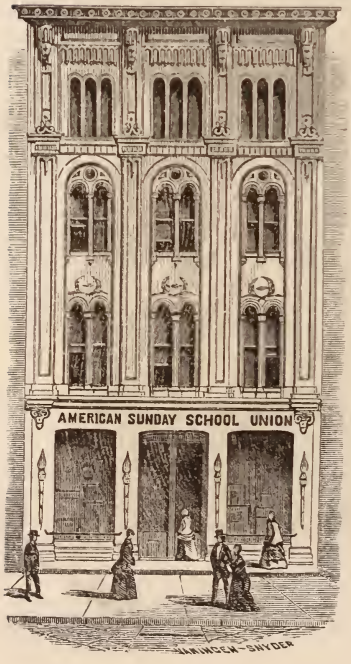
On the southwest corner of Ninth and Chestnut stands a group of marble stores which are unsurpassed for substantial beauty in the city. Fine stores, indeed, may be said to be the rule from Ninth to Eleventh, and there are many on either side of these limits.

Above Ninth, on the north side of Chestnut, is the handsome building of the long-established and well-known Penn Mutual Life Insurance Company.

OLD MASONIC TEMPLE.

On the northwest corner of Tenth and Chestnut Streets stands the magnificent granite building of the Mutual Life Insurance Company of New York. It is one of the handsomest

SCENE ON CHESTNUT STREET.



AMERICAN SUNDAY-SCHOOL UNION.

structures in the city, and is a fit representative of the enterprise of the great and wealthy corporation that erected it, and whose offices are located within its walls. No expense has been spared to render the building perfect in every respect, it being entirely fire-proof, and admirably arranged for its purposes.

"Girard Row," on the north side of Chestnut from Eleventh to Twelfth, contains many elegant stores. Among them are C. F. Haseltine's extensive and elegant art galleries, shown in our engraving.

At 1122 Chestnut Street the building of the American Sunday-School Union finds itself in the very centre of business now, but when erected, in 1854, it was quite "out of town." This is the head-quarters and central office of the Union; but its branches ramify all over the world, and its missionaries are continually extending its sphere of usefulness. Founded in 1817 as an Adult and Sunday School Union, it was instituted as the American Sunday-School Union in 1824, and has ever since been steadily at work, instructing and elevating the masses.

The splendid building containing Bailey & Co.'s jewelry-store, on the southeast corner of Twelfth and Chestnut, will excite the admiration of the visitor. This store-room is the largest of its kind in the city. It presents a front of

forty-four feet on Chestnut Street by two hundred and forty feet on Twelfth, and its ceiling is twenty-two feet in height. The building was erected by Dr. S. S. White, who occupies all of it, except the first floor, for the manufacture and sale of artificial teeth, dentists' instruments, etc., in which specialty he does the largest business in the world, having branch houses in New York, Boston, and Chicago.

We next pass the Chestnut Street Theatre, one of the most popular places of amusement of its kind in the city, and Concert Hall, on the north side of the street, and crossing Thirteenth Street, come to the United States Mint.

This building was erected in 1829, pursuant to an act of Congress enlarging the operations of the government coining, and supplementary to the act creating the Mint, which was passed in 1792. The structure is of the Ionic order, copied from a temple at Athens. It is of brick, faced with marble ashlar.

Visitors are admitted between nine and twelve o'clock, every day except Saturday and Sunday; and the beautiful and delicate operations and contrivances for coining, as well as the extensive numismatic cabinet, are well worth seeing.

The new building of the Presbyterian Board of Publication stands nearly opposite the Mint. It is a handsome four-story edifice, with a front of white granite, trimmed with polished Aberdeen stone.

Crossing Broad Street, we pass several handsome stores, especially noticeable among which is the beautiful new building of the Baptist Board of Publication, presenting a strikingly elegant white marble front.

PENN MUTUAL LIFE INSURANCE CO.'S BUILDING.

On the southeast corner of Fifteenth and Chestnut Streets is the imposing new building of the Young Men's Christian Association. It is a very handsome and substantial structure, with every advantage for advancing the objects of the Association. The ground floor is devoted to stores.

On the opposite corner of Fifteenth and Chestnut, the Colonnade Hotel has recently been built to meet the growing demands for up-town hotel accommodations. It takes its name from Colonnade Row, a handsome series of buildings, several of which were torn down to make room for it. The Colonnade is a large and well-kept hotel; it can accommodate four hundred guests, and its kitchen facilities are especially complete.

Just above the Colonnade stands the fine white marble house of the Reform Club, and adjoining it the West End Hotel, recently completed.

From Sixteenth Street, rows of stately dwellings extend to the Schuylkill, over which a substantial and elegant bridge has recently been thrown.

Another new bridge, extending from South and Chippewa Streets to the west side of the West Chester Railroad, a total distance of 2419 feet, has recently been erected at South Street, a short distance farther down the river; and an elegant one, used by the Junction Railroad, is just below that.

The Schuylkill may be reckoned among Philadelphia's "reserve forces." With a depth of

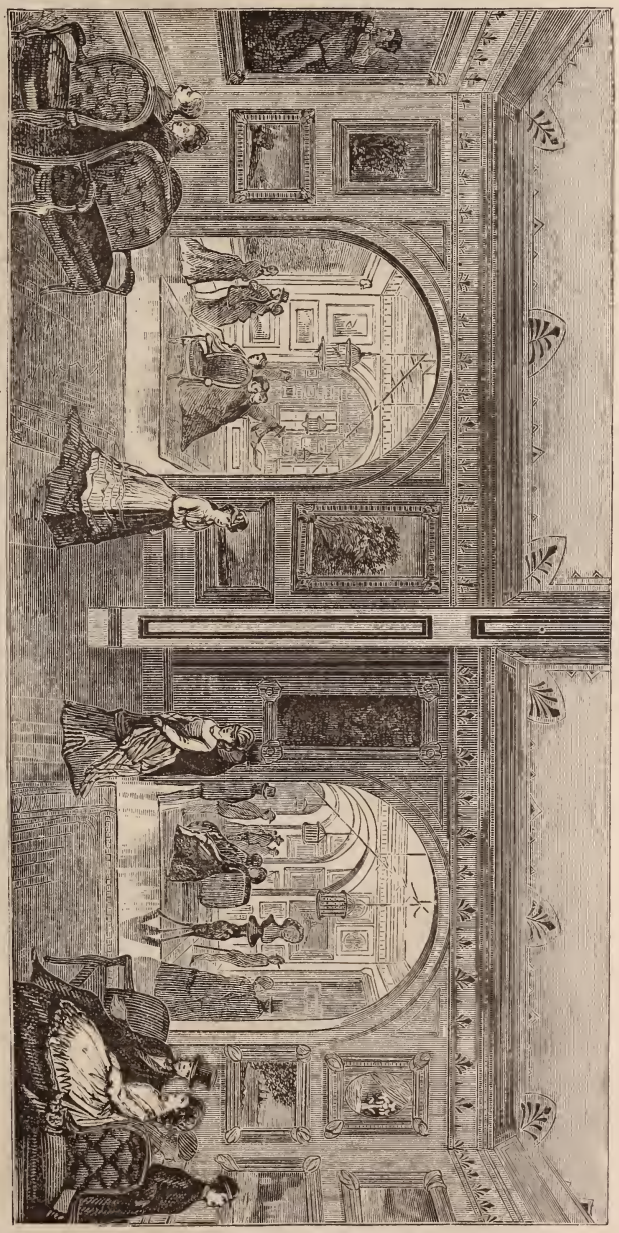
BUILDING OF THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

water sufficient to float a frigate, and room enough on either bank for long rows of wharves and warehouses, its facilities are yet to be fully employed. Some coal- and stone-yards on its shores employ a few vessels annually, and the Schuylkill Canal brings down numbers of boats from the mines in the coal regions; but, apart from these, there is as yet comparatively little commerce on the Schuylkill. This grand avenue to the future heart of the city is still waiting for the time when its services shall be required,—a time which cannot be far distant. Down the river, near its mouth, are extensive wharves for the shipment of petroleum, which is exported thence in immense quantities.

For a few squares on the west side of the Schuylkill, Chestnut Street retains the solidly built-up appearance of a city street; but this is soon lost in a succession of elegant villas and country seats, and, finally, in a territory which, as yet, is a part of the city only on the map.

As a specimen of suburban architecture, we present a view of the residence of A. J. Drexel, the well-known banker, at Thirty-ninth and Walnut, West Philadelphia.

This portion of the city is new, and is growing very rapidly. Fortunately, Chestnut Street and its neighbors on the south have been almost monopolized by the suburban residences of wealthy citizens, who have adorned their homes with spacious grounds with trees and flowers, and have planted shade-trees along the streets; so that this neighborhood is now, and must ever remain, a lovely blending of all that is most beautiful in city and country.



HASELTINE'S ART GALLERIES, 1125 AND 1127 CHESTNUT STREET.

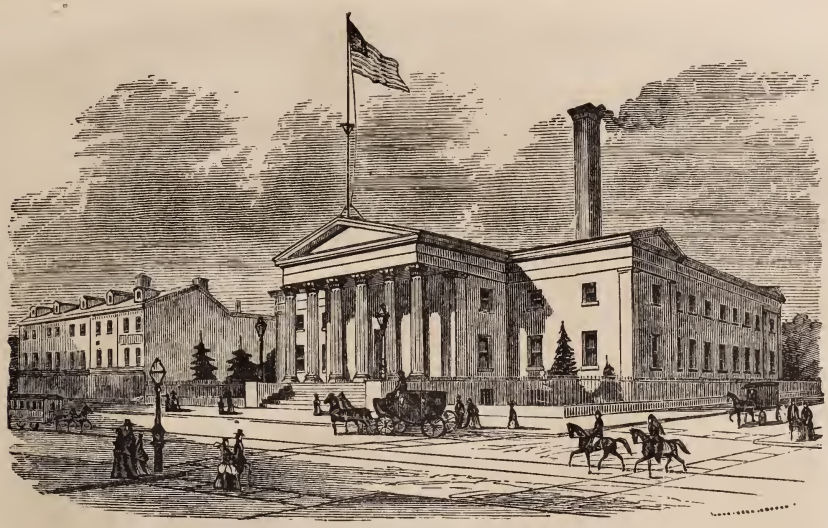
The northwestern portion of West Philadelphia, adjoining the Centennial Grounds, has been developed with wonderful rapidity during the past year, the majority of the buildings being erected especially with a view to use during the Exhibition. For the purpose of affording accommodations for visitors in the immediate vicinity of the grounds, several large and commodious hotels have been built, among which are the Trans-Continental, the Globe, the United States, and the Grand Exposition Hotel.

In the southern section of West Philadelphia stand the handsome buildings of the University of Pennsylvania. This institution was chartered as a charity school and academy in 1750, and was erected into a college in 1755, and into a university in 1779. It was first located on Fourth Street, below Arch, but was removed to Ninth Street in 1798, and until 1872 occupied two large buildings which stood on the site of the new Post-Office. The old buildings having become inadequate

TWELFTH AND CHESTNUT.—DR. S. S. WHITE'S BUILDING.

to its wants, the present magnificent structures of serpentine marble were erected, and occupied in 1872. They form one of the handsomest groups of college buildings in the United States.

THE COLONNADE HOTEL.



UNITED STATES MINT.

The University is divided into academical, collegiate, medical, and law departments, and among its faculty are numbered some of the most distinguished men in the State.

The junction of Thirty-sixth Street, Darby Road, and Locust Street was selected as the

BUILDING OF THE YOUNG MEN'S CHRISTIAN ASSOCIATION.

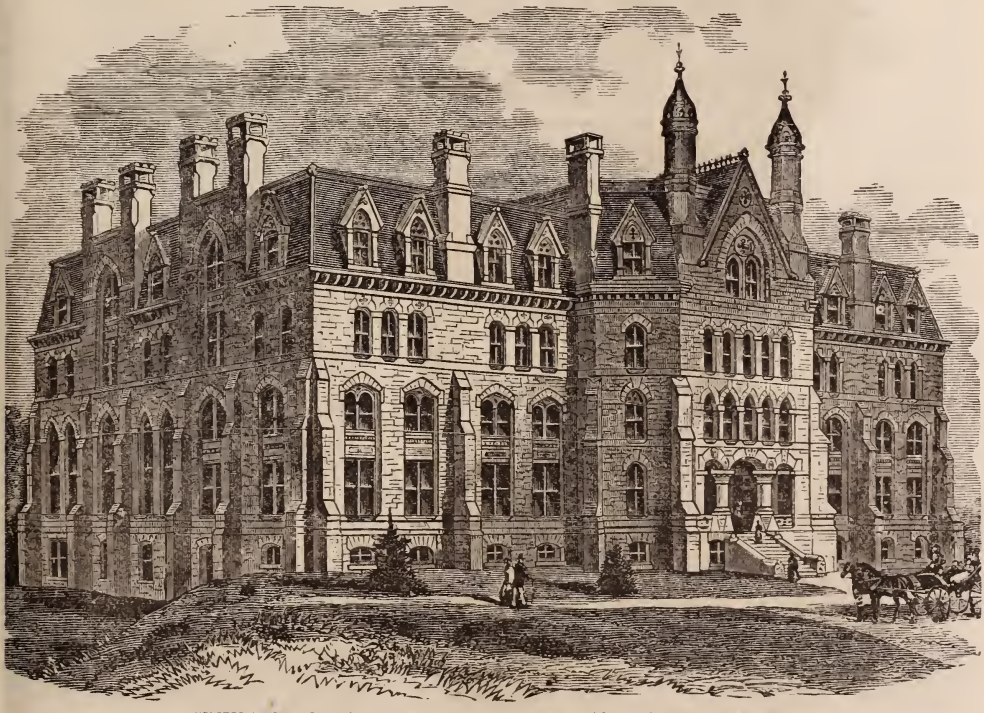
CHESTNUT STREET, ABOVE FIFTEENTH, SHOWING THE REFORM CLUB HOUSE.

best location for the new buildings of the University. The trustees have erected for the accommodation of the Department of Arts and of Science one of the largest and most con-

THIRTY-NINTH AND WALNUT.

UNIVERSITY OF PENNSYLVANIA.—DEPARTMENTS OF ARTS AND OF SCIENCE.

veniently arranged college buildings in the country. This building stands in a square of ground containing more than six acres, and is about two hundred and sixty feet front, by more



UNIVERSITY OF PENNSYLVANIA.—MEDICAL DEPARTMENT.

HOSPITAL OF THE UNIVERSITY OF PENNSYLVANIA.

than one hundred in depth. It was planned with special reference to the greatly increased number of rooms required for the full development of that elective system of studies which has now become the settled policy in the Department of Arts, as well as for the purpose of affording every facility for teaching science in its applications to the arts.

The students in these two departments are under a common government and discipline, and are in constant association with each other. The instruction, however, in each department is in charge of a distinct faculty, and both the objects of that instruction and the methods of imparting it differ essentially.

The Law Department has its lecture-rooms in the building of the Departments of Arts and of Science.

For the use of the Department of Medicine the trustees have erected a building of very large dimensions, which is arranged for the convenient accommodation and instruction of students in accordance with plans based upon long experience here, and which is supplied with all the approved means of research and investigation.

Adjoining this building is a large hospital, which is placed in charge of the medical faculty. This hospital will prove an invaluable means of clinical instruction. It has accommodations for between one and two hundred patients, with private rooms for patients of means.

In this connection we would mention the Jefferson Medical College, an institution of corresponding importance, established in 1825. Its building stands in Tenth Street, below Chestnut, and is furnished with every facility for the instruction of students. The trustees propose to erect a larger building shortly, to meet the increasing wants of the college.

WALNUT STREET.

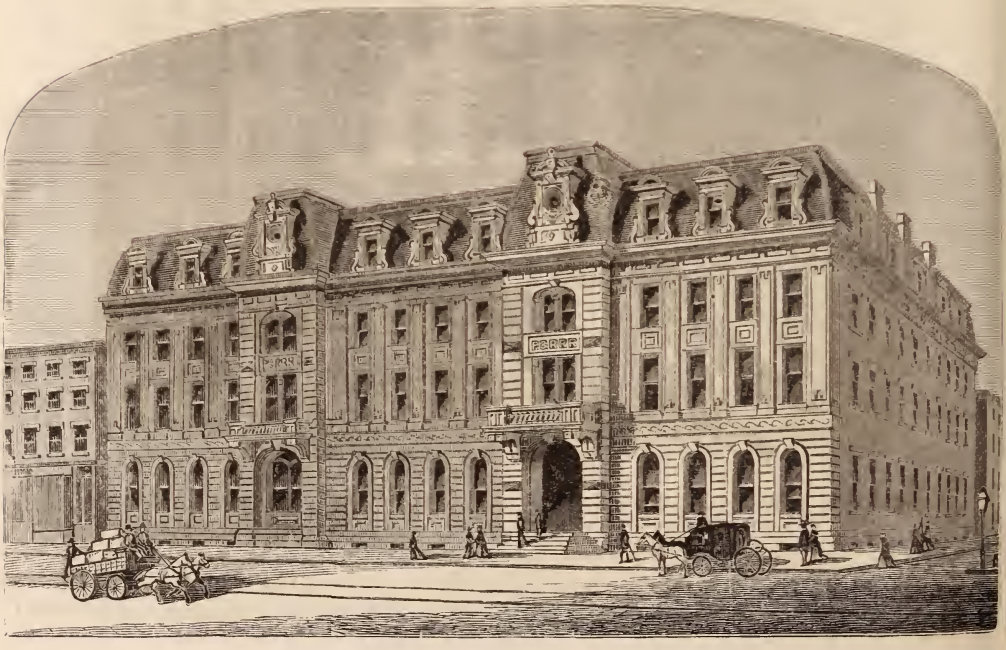
WALNUT STREET, the chosen haunt of the coal trade, and, to a great extent, of the insurance business, presents many points of interest. The anthracite coal trade of the Lehigh and Schuylkill regions, which is so important a feature of the domestic industry of Pennsylvania, centres in the lower part of this street, a large four-story building of brown stone, on the corner of Second and Walnut, being entirely given up to this business, and filled with the offices of coal firms. It is known as "Anthracite Block."

PENNSYLVANIA RAILROAD COMPANY'S BUILDING.

A little below Third Street, Walnut Street is crossed diagonally by Dock, and in the triangular space bounded by Third, Dock, and Walnut stands the magnificent building of the Merchants' Exchange. It is an imposing edifice, built of Pennsylvania marble, and, from its conspicuous position, forms the most prominent feature of this part of the city. The spacious rotunda on its eastern side has recently been fitted up in a sumptuous manner for the use of the Board of Brokers.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY'S BUILDING.

On the southeast corner of Third and Walnut Streets stands the building of the Delaware Mutual Safety Insurance Company. At the time it was erected, more than twenty years since, it was one of the handsomest corporation buildings in the city. This company is one of the



READING RAILROAD COMPANY'S BUILDING.

PHILADELPHIA SAVINGS FUND.

most reliable in the city, with assets amounting to over two millions; its business covers the three classes of insurance,—marine, inland, and fire.

Passing the *Sunday Dispatch* office, on the corner of Third Street, we pass an almost unbroken file of coal offices, until we reach Fourth Street, and here we turn the corner into Fourth to visit the splendid new offices of the Pennsylvania and the Philadelphia and Reading Railroad Companies, which stand side by side on the east side of Fourth Street, below Walnut.

The office of the Pennsylvania Railroad was built in 1871–2. It is of brick, with an elegant front of Quincy granite, and of dimensions adapted to the business of a corporation which owns and controls more miles of rail than any other in the world. The immense extent of this company's operations is too well known to need repetition here.

The office of the Reading Railroad was so much enlarged and improved during the summer and fall of 1871 as to make it, in effect, a new building. This, the second road in importance in the State, taps the rich deposits of anthracite coal in the Southern and Middle Coal-fields, and carries to market

BUILDING OF THE FRANKLIN FIRE INSURANCE CO.

WESTERN SAVINGS BANK.

an average of five million tons annually. In 1870 it absorbed the Germantown and Norristown Railroads, and now conducts an enormous passenger traffic over both.

Above Fourth Street, on the north side, we pass, among other substantial buildings, that of the Franklin Fire Insurance Company, well known as one of the most reliable companies in

EAST RITTENHOUSE SQUARE.

this country. Its charter is perpetual, dating from 1829, and its assets now amount to nearly three and a half millions.

Continuing up Walnut Street, we pass on the left of what was once the "State-House Yard," but has since been named "Independence Square." This square has recently been thoroughly "repaired," so to speak, the pathways having been flagged, the ground resodded, and the iron railing removed. It now presents a handsome and park-like appearance. The lamp-posts are noticeable as being formed of a combination of panels representing the thirteen original States, capped by the liberty bell.

Washington Square, which is diagonally opposite Independence Square, has already been described at length.

Outside the railing of this square, on the line with Seventh Street, is a stone fountain surmounted by an eagle standing on a globe, which is noteworthy as being the first of those

TWENTY-FIRST AND WALNUT.

benevolent structures in providing which the Philadelphia Fountain Society has already earned the gratitude of thousands of thirsty men and suffering beasts.

This society was formed in February, 1869, and erected its first fountain in the succeeding April. From that time to the close of 1874, seventy-three fountains were erected through its efforts, many of them being the gifts of individuals or of societies other than that having the work in special charge, but all given at its instance and through its influence.

The following extract from the society's report for 1874 gives an idea of the important work it is doing: "Here we have a truthful estimate of the number of persons and horses drinking at ten of our fountains in twelve consecutive hours, amounting to 4885 persons and 1831 horses, which, taken as an average of the seventy-three fountains now in active operation over the city, would give you the gratifying aggregate in twelve hours of 35,660 persons and 13,366 horses."

What might be termed another benevolent institution, though it is so according to the sound commercial rule of benefiting *both* parties, is the Philadelphia Savings Fund Society, whose building stands on the corner of Walnut Street and West Washington Square. This society,

the first of its kind in the country, was established in 1816, and has ever since been eminently successful. All its earnings are appropriated for the benefit of the depositors, with the exception of the amount necessary to meet the working expenses. From a small beginning, the business of the institution has gradually increased, until now its depositors number thirty-nine thousand, and their united deposits exceed ten million dollars.

We give also a view of another similar institution, that of the Western Savings Fund, at Tenth and Walnut.

Trade has not yet pushed its way on Walnut Street beyond this point. From here long rows of substantially-built houses, whose very exteriors have an air of comfort about them, as if they would hint at the ease and plenty within, stretch away almost to the Schuylkill.

TWENTY-SECOND AND WALNUT.

At Eighteenth and Walnut Streets is Rittenhouse Square, one of the finest of the public parks. It is adorned with elaborate drinking-fountains, the gifts of wealthy philanthropists, and is surrounded by elegant and costly dwellings, this being one of the most aristocratic quarters of Philadelphia. An especially noticeable residence is that of Joseph Harrison, Jr., on the east side of the square, a view of which is herewith presented.

Two of the finest Walnut Street houses are shown in the accompanying cuts. The first is situated on the corner of Twenty-first and Walnut. It is of white marble, from the Lee quarries, and is in the Italian style of architecture. The second, on the corner of Twenty-second and Walnut, also of white marble, is the residence of George W. Childs, the well-known and successful proprietor of the *Public Ledger*.

ARCH STREET.

ARCH STREET, though a wide and handsome avenue, has never found its course obstructed by such a tide of travel and traffic as surges through Market Street. It has always been an eminently "respectable" street, and a certain air of old-time gentility still invests it; one feels that, in passing from Market to Arch, he has unconsciously stepped back fifty years into the

ARCH STREET, BETWEEN SEVENTH AND EIGHTH.

past; the roar and hurry of to-day have given way to the steady-going, quiet ways of the earlier years of the century, and he would scarcely be surprised to see a gentleman in powdered wig, knee-breeches, and three-cornered hat descending from any one of the stately dwellings whose uniform brick fronts, green shutters, and marble steps are the representatives of, if not

the foundation for, the monotonous Philadelphia which satirical visitors are fond of depicting. The lower part of the street has, indeed, been invaded, to a certain extent, by the bustling life of commerce; but west of Eleventh Street all is quiet, and the street is lined with the dwellings of the merchant princes of the city.

Consequently, we have few points of interest to note here. In our walk up-street, we stop, of course, to look through the iron railing set in the wall of Christ Church burying-ground, at Fifth and Arch, and pay our homage to the grave of Benjamin Franklin; and we cannot fail to notice, as we pass, the ancient Friends' Meeting-House which stands on the south side of

ARCH SREET THEATRE.

the street, between Third and Fourth, surrounded by a yard whose dimensions suggest the good old times of its erection, when land was plenty and taxes light. This meeting-house was built in 1808. It is the successor of one which stood in High Street, and has ever since been one of the principal places of worship of the Quakers in Philadelphia. This denomination, being that to which Penn and his followers belonged, was, naturally, the first to erect a place of worship. "The Great Meeting-House," as it was called, at the corner of Second and High Streets, was erected in 1695, on land bestowed by George Fox, "for truth's and Friends' sake." "Great as it was," says Watson, "it was taken down in 1755, to build greater;" and in 1808

the "street noise of increased population" drove the worshipers to the quiet retreat on Arch Street, where they still find themselves able to worship without disturbance.

A little above Sixth Street we pass Mrs. John Drew's Arch Street Theatre, one of the standard places of amusement in the city. Its interior arrangements are excellent. The auditorium will seat eighteen hundred persons, and the dimensions of the stage, sixty-seven feet square by thirty feet high, give convenient room for representations.

ST. CLOUD HOTEL.

Another square westward, we come to the St. Cloud Hotel, a new and excellent house, and very convenient to the business part of the city.

Still farther on we find two other places of amusement,—the Museum, on the corner of Ninth, and Simmons and Slocum's Opera House, a few doors above Tenth.

On Arch, above Tenth, are the Methodist Book Rooms,—the Mecca of Methodist pilgrims,—and at Broad and Arch are the stately churches elsewhere spoken of.

At the corner of Thirteenth is St. George's Hall, a strikingly handsome white marble building, belonging to the St. George Society.

The rest of the street is "living-room;" it is filled with the homes of the people, with few exceptions, presenting a remarkable sameness of appearance and size.

BROAD STREET.

VIEW OF LEAGUE ISLAND.

THIS noble avenue has been described in the earlier part of this work; but it remains to point out some of the many objects of interest which border it.

Its southern terminus is at League Island,—a low tract of land at the junction of the Delaware and Schuylkill, which was presented by the city of Philadelphia to the United States government, a few years ago, for the purposes of a naval depot,—a use for which it is admirably adapted. The report of the Secretary of the Navy, for 1871, thus tersely sums up its advantages:

"A navy yard so ample in its proportions, in the midst of our great coal and iron region, easy of access to our own ships, but readily made inaccessible to a hostile fleet, with fresh water for the preservation of the iron vessels so rapidly growing into favor, surrounded by the skilled labor of one of our chief manufacturing centres, will be invaluable to our country."

For a number of years a large corps of workmen were engaged in preparing the Island for the transfer of the Navy Yard from its old site at the foot of Washington Avenue.

In 1875 these preparations were completed and the removal formally made.

The narrow, fresh-water "Back Channel" which separates the Island from the mainland affords excellent accommodation for the monitors,—a large fleet of those peculiar craft being usually anchored in its placid waters.

Crossing the back channel by a drawbridge, Broad Street extends northward through a low, flat tract of land which is now occupied by truck-farms, and which will require much labor to fit it for building purposes. Two rows of trees have been planted in the drive along this part of the street, and these will in a few years afford three leafy avenues for carriages. The city is growing but slowly in this direction, its chief extension being to the north and west; but the influence of League Island may draw builders southward when the works are fairly under way.

The first building of importance which we notice in going north on this street is the Baltimore Depot, at Broad and Prime. We give the most familiar designations of public objects in this work, as those are the ones strangers will wish to know. The "Baltimore Depot" is, to give it the benefit of its full title, the depot of the Philadelphia, Wilmington, and Baltimore Railroad; but that is a name too long for daily use; and for the same reason the inquirer is always directed to the now unknown Prime Street, instead of the spacious Washington Avenue, on the corner of which the building really stands. This depot is reached by the cars of the Thirteenth and Fifteenth Streets line, and by the green cars of the Union line, the latter running down Seventh Street.

Many handsome churches diversify the street to the north of the Baltimore Depot, but it is impossible to mention all in detail.

On the corner of Pine Street we pass the Deaf and Dumb Asylum,—a charity incorporated in 1821 by the State of Pennsylvania, which has ever since been its chief patron, though the States of Maryland, New Jersey, and Delaware also contribute to its support and claim a share in its benefits.

BETH-EDEN CHURCH.

AMERICAN ACADEMY OF MUSIC.

HORTICULTURAL HALL.

One square above, we pass the magnificent "Beth-Eden" Baptist Church, one of the handsomest on Broad Street, even without the spire, which is still wanting to complete the symmetry of the design.

Now the places of interest crowd thick and fast upon the visitor's attention. Just above Beth-Eden Church is Horticultural Hall,—the chosen home of the Pennsylvania Horticultural Society, a venerable institution, and, like so many other Philadelphia enterprises, the first of its kind in the country, having been established in 1827. It has always been one of the most popular societies in Philadelphia, and its annual displays, held first in Peale's Museum and afterwards under canvas pavilions in one of the public squares, were once the most fashionable entertainments in the city. Nor have they lost their attraction yet; for at stated seasons they fill the spacious auditorium of the hall to suffocation with visitors who come to feast their eyes upon the rare floral and pomological treasures there displayed.

NEW ACADEMY OF NATURAL SCIENCES.

UNION LEAGUE BUILDING.

Next door to Horticultural Hall, and so near to it that on grand festive occasions both buildings are leased and connected by a temporary bridge, is the American Academy of Music, the most capacious opera-house in the United States. This building was completed January 26, 1857, and dedicated on that day by the most magnificent ball Philadelphia had ever witnessed. Since that time it has been a favorite hall with all the leading musicians, actors, and lecturers who have appeared in America. Its architecture is of the Italian Byzantine school, such as is frequently seen in the northern parts of Italy. The auditorium is one hundred and two feet long, ninety feet wide, and seventy feet high, and will seat twenty-nine hundred persons, besides providing standing room

LA PIERRE HOUSE.

for about six hundred more. The arrangements both for seeing and hearing are excellent; its acoustic properties being extolled by all who have appeared on its stage.

Opposite the Academy of Music the Colosseum and the Kiralfy Alhambra Palace, two large structures, have recently been erected, and just above is the St. George Hotel.

Following in regular order after the St. George Hotel, and on the same side of the street, is the well-known building of the Union League. This association grew out of a "Union Club" which was formed in 1862 for promoting friendly intercourse among loyal people. The organization of the Union League was effected in December, 1862, and it at once took an active part in all public measures. It enlisted for the United States Army ten full regiments of troops, distributed over two million six hundred thousand copies of Union documents, and claimed to have carried the State of Pennsylvania for the Republican party by its efforts in the important election of 1863.

NEW MASONIC TEMPLE.

In May, 1865, the present League building was finished, at a cost, including furniture, of about two hundred thousand dollars. It is of brick, in the French Renaissance style, with façades of granite, brick, and brown stone. It has all the appointments of a first-class club-house, and as such has many patrons, the list of members at the present time numbering nearly two thousand.

The most prominent of the other social clubs are the Reform Club, which occupies a handsome white marble fronted building on Chestnut Street, above Fifteenth, and the Philadelphia Club, occupying the building at Thirteenth and Walnut Streets.

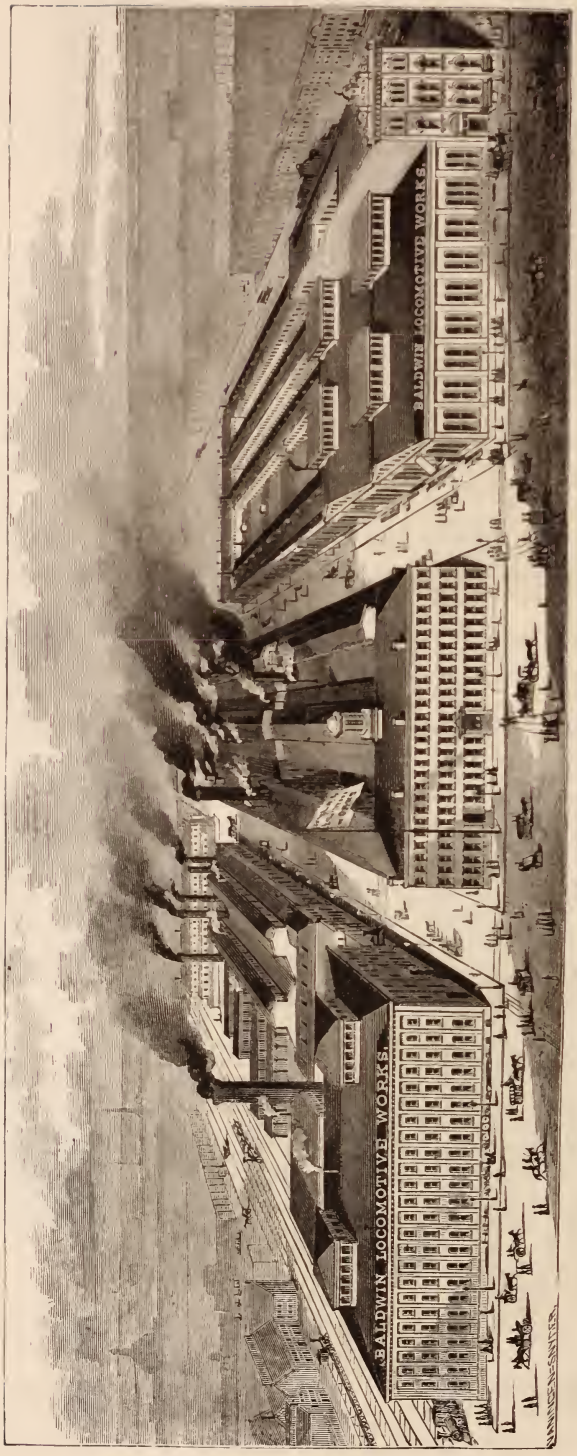
Next above the Union League building is an unpretentious and certainly far from handsome building, which formerly contained the museum of the Academy of Natural Sciences.

This society dates from the year 1812, when it was founded by a few gentlemen for mutual study into the laws of nature. A museum and library were among the first requisites, and steps were early taken to establish both. The latter now contains about twenty-three thousand volumes, and the former upwards of two hundred and fifty thousand specimens, representing

THE PUBLIC BUILDINGS.

every department of zoology, geology, and botany. There are sixty-five thousand mineralogical and paleontological specimens, with a very rich collection of fossils. The botanical collection is immense; that of shells is only excelled by the cabinet of the British Museum;

NEW ACADEMY OF FINE ARTS.



BALDWIN LOCOMOTIVE WORKS.

and the collection of birds is both rich and attractive. It consists of more than thirty-one thousand specimens, and is probably unequaled by any collection in Europe.

This museum having outgrown the building in which it was placed, steps were taken to erect an edifice adequate for its wants. A lot was secured at Nineteenth and Race Streets, and on it the fine structure of which we present a view has been in course of erection for some time; a large portion of it was recently completed and occupied. The great value of the museum, and the utter inadequacy of its late quarters either to display or to preserve it, brought the citizens of Philadelphia promptly to its assistance.

Visitors to the city should by no means fail to see it. It is open to the public on Tuesday and Friday afternoons, at which times an entrance fee of ten cents is charged.

Adjoining the old Academy of Natural Sciences stands the La Pierre House, one of the best hotels in the city. It is six stories high, and will accommodate two hundred guests. We now cross Chestnut Street, glance at the Corinthian porticos of two Presbyterian churches, on the east side of Broad Street, one above and the other below Chestnut Street, and in a moment reach the new Public Buildings for law-courts and public offices.

This enormous structure, though a single building, is always spoken of in the plural. It was begun on the 10th of August, 1871, and, it is estimated, will cost ten years' time and ten million dollars to complete. When finished, it will be the largest building in America, and probably the highest in the world, being 486½ feet in length, north and south, and 470 feet in width, east and west.

The central tower will rise to the height of 450 feet, a greater height than any other spire in the world. The area actually covered will be nearly 4½ acres, not including a court-yard in the centre, 200 feet square. Around the whole will be a grand avenue 205 feet wide on the northern front, and 135 feet on the others. The general style of the building is the Renaissance, modified to suit the purposes for which it is required. The basement story will be of fine white granite, and the superstructure of white marble from the Lee quarries, the whole strongly backed with brick and made perfectly fireproof. The structure will contain 520 rooms, and afford ample provision for the present and future needs of its occupants. Its erection is in charge of a commission, of which Samuel C. Perkins is chairman, and the architect who drew the plan and has charge of the work is John McArthur, Jr.

Near the northwest corner of these buildings is one of the many noble charities that Philadelphia can boast of. This is the School of Design for Women, the only institution of the kind in America. It was founded in 1848, by Mrs. Peter, for the purpose of educating women to extend their sphere of usefulness and open to them a new and pleasant means of support. In a great manufacturing city there is a constant demand for new and elegant designs for all branches of mechanic art. The School of Design trains women for this work, instructing them gratuitously, and seldom failing to make them experts in the business of mechanical drawing.

In a year or two this part of Broad Street will be unequaled in the State for the number and beauty of its public edifices. On the corner of Filbert Street the New Masonic Temple rears its stately head high above the neighboring houses. It is built of granite, dressed at the quarry, and brought to the temple ready to be raised at once to its place; so that what was said of Solomon's temple may be said with almost equal truth of this: "There was neither hammer nor ax nor any tool of iron heard in the house, while it was in building."

This temple is one hundred and fifty feet in breadth by two hundred and fifty in length, with a side elevation of ninety feet above the pavement, its colossal proportions making it seem low even at this height. A tower two hundred and thirty feet high rises at one corner. The entire building is devoted to Masonic uses, there being nine lodge-rooms, together with a library and officers' rooms.

Adjoining the Masonic Temple on the north is the Arch Street Methodist Episcopal Church, the handsomest church of this denomination in the city. The intersection of Broad and Arch Streets is, indeed, noteworthy for its churches. The pure white marble of the Methodist Church, on the southeast corner, the rich brown stone of the First Baptist Church, on the northwest corner, and the green syenite of the Lutheran Church, on the southwest corner, present a group of architectural beauty scarcely to be surpassed in any city.

At this point occurs an interruption of the usual magnificent display of Broad Street,—a region of warehouses and lumber-yards, which once threatened to be permanent, but to which the removal of the railroad tracks from Broad Street gave a death-blow; so that we may now hope to see their places occupied before long by structures in keeping with the magnificent plan of the street. Nevertheless, it must be confessed that, at the present writing, Broad Street from Arch to Callowhill is *not* a pleasant thoroughfare. The new Academy of Fine Arts, just completed at Broad and Cherry, will do much for this part of the street.

At Callowhill Street we come to the passenger depot of the Philadelphia and Reading Railroad, and just above it, but on the opposite side of the street, the extensive buildings of the Baldwin Locomotive Works, an establishment which boasts the proud distinction of being the largest, as it is among the oldest, of its kind in the world.

Spring Garden Street, which bounds the Baldwin Locomotive Works on the north, is one of a few streets which deserve special notice for the generous manner in which they are laid out. From Twelfth to Broad a beautiful little park occupies the centre of the street,—which is nearly or quite as wide as Broad Street itself,—and this will probably be continued all the way to Fairmount Park, in a few years. Below Twelfth the street is occupied by a long line of market-houses. Beyond Broad Street it is lined by fine, comfortable residences, some of which are strikingly handsome. The row in which W. B. Bement's house stands, above Eighteenth

VIEW OF SPRING GARDEN STREET, ABOVE EIGHTEENTH. RESIDENCE OF WM. B. BEMENT.

Street, shown in our illustration, is especially noticeable. Girard Avenue is laid out in the same way. A granite monument erected April 19, 1872, by the Washington Grays, to the memory of their fallen comrades, stands in the centre of the avenue, just below Broad.

On the southwest corner of Broad and Green Streets we pass the Central High School,—a plain but not inelegant brick edifice,—and on the northwest corner a handsome Presbyterian church, built in the Norman style of architecture. Beside this stands the Jewish synagogue Rodef Shalom, a good specimen of the Saracenic style, and a very handsome though very peculiar building.

Above this point, the section of Broad Street extending from Fairmount Avenue to Columbia Avenue, a distance of about a mile, is lined with handsome private residences, and is a favorite drive and promenade. On Sunday afternoons the sidewalks are crowded with promenaders, and the whole presents a scene of life and animation strikingly in contrast with the sabbath stillness of the rest of the city.

A general idea of the appearance of the street may be formed from the view on page 57, in which is embraced the handsome residence of Joseph Singerly. It is an exemplification of what all Broad Street is capable of being made, and what it may reasonably be expected to become in the near future.

SCENE ON NORTH BROAD STREET, ABOVE MASTER.

We also present views of two of these strikingly handsome dwellings, that of Richard Smith, on Broad above Master, and that of Henry Disston, on Broad above Jefferson.

The splendid Episcopal church of the Incarnation, at Broad and Jefferson, and several other fine buildings in the immediate vicinity, close the list of objects of interest on Broad Street for the present. Montgomery Avenue is the northern limit of continuous building on this street

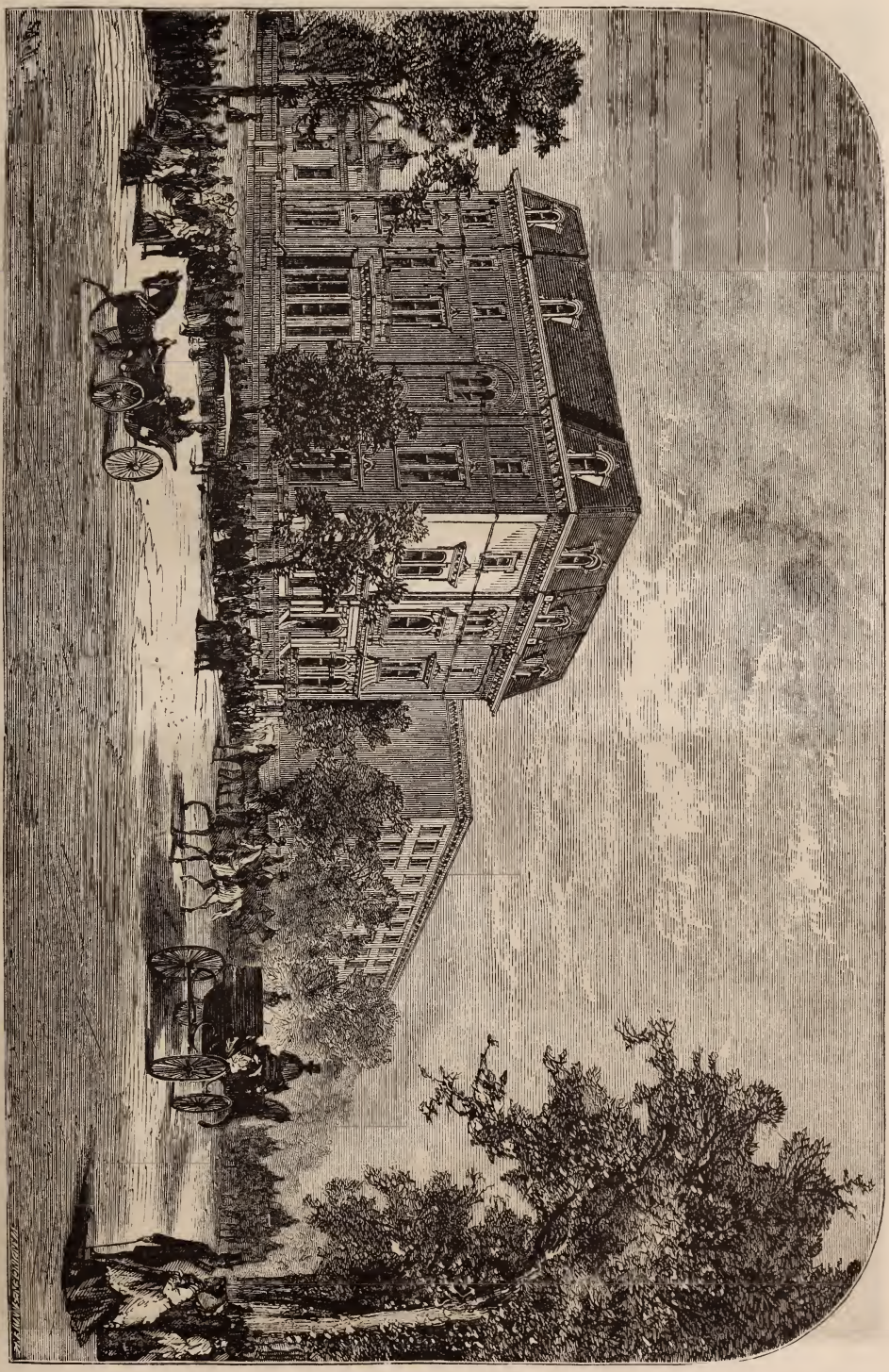
SCENE ON NORTH BROAD STREET, ABOVE JEFFERSON.

just now; but the noble boulevard continues straight as an arrow northward, the houses are fast following it, and it cannot be very many years before it will be crowded with stately buildings all the way to Germantown.

THE CEMETERIES.

It is impossible in a work of this kind to do justice to the many beautiful cemeteries in which repose the dead of the great city. We, can, however, direct the visitor to a few of the more prominent ones, and assure him that a visit to them will be a source of gratification. We use the word advisedly, for few more pleasant spots can be found in the vicinity of Philadelphia than its burial-places, fitted up as they are with equal taste and elegance.

Laurel Hill Cemetery is confessedly the leading cemetery of Philadelphia in size, location, and beauty of adornment. It is situated on a sloping hillside bordering on the Schuylkill; the extensive grounds are skillfully laid out; and the monuments and other decorations are as elaborate as affection could suggest or munificence bestow. The ground is divided into three sections, known as North, South, and Central Laurel Hill,—the last being the most recently added of the three. The plan of the company by which this cemetery was established was to provide for its patrons a resting-place which should be theirs forever, without fear of molestation or disturbance by the ever-lengthening city streets and the ever-growing city trade, and which they might therefore ornament freely with substantial and enduring



RESIDENCE OF JOSEPH SINGERLY. VIEW ON NORTH BROAD STREET ON SUNDAY AFTERNOON.

THE SCHUYLKILL RIVER FROM NORTH LAUREL HILL.

monuments. The idea was well carried out in the selection of a site little available for business purposes, and now secured forever by its incorporation within the bounds of Fairmount Park; and it was quickly appreciated by the citizens. The result is shown in the

UP THE SCHUYLKILL, FROM WEST LAUREL HILL.

present appearance of the grounds, and in the fact that South Laurel Hill and two other sections of ground have been added. On the opposite side of the river, about a mile above

SCENE IN WEST LAUREL HILL CEMETERY.

the original Laurel Hill, is West Laurel Hill Cemetery, an institution entirely distinct from the original, and controlled by a separate corporation, but yet owned and officered to a

large extent by the same individuals. In its arrangement the fundamental idea of an

LIEUTENANT GREBLE'S MONUMENT, WOODLAND CEMETERY.

isolated and permanent burial-place has been kept in view, if possible, more fully than ever before.

West Laurel Hill Cemetery is the latest enterprise of the kind connected with the city, having been incorporated in November, 1869. It is situated on the west side of the Schuylkill, in Montgomery County, a short distance from the boundary-line of the incorporated city.

At present West Laurel Hill contains one hundred and ten acres, but the charter permits its increase to three hundred acres. Under the management of persons long familiar with the work done at the original Laurel Hill, it is rapidly assuming a beautiful appearance.

A number of smaller cemeteries are situated in the vicinity of Laurel Hill, and some important ones are located in parts of the city which have still a rural aspect. Monument Cemetery, which was founded in 1837, two years after Laurel Hill, is situated at Broad and Berks Streets, and is remarkable for a fine granite monument to the joint memories of Washington and Lafayette, which stands in the centre, and gives name to the cemetery. Still nearer to Laurel Hill are Mount Peace, Mount Vernon, Glenwood, and several society cemeteries.

THE DREXEL MAUSOLEUM.

Cathedral Cemetery, the great burying-ground of the Roman Catholic denomination, is located on Forty-eighth Street, between Girard Avenue and Wyalusing Street, in West Philadelphia. It was consecrated to the purposes of sepulture in 1849, being named after the Cathedral of St. Peter and St. Paul, which was then building. This cemetery includes forty-three acres, and contains some elegant monuments. An outgrowth of this, the New Cathedral Cemetery, is situated at Second Street and Nicetown Lane, in the northeastern part of the city.

Mount Moriah Cemetery is on Kingsessing Avenue, about three miles from Market Street, and is reached by the Darby line of horse cars running out Walnut Street. It is quite large, and is very liberally supplied with both natural and artificial attractions.

The same line of cars passes Woodland Cemetery, one of the most attractive rural burying-grounds in the city. Of the many imposing monuments in this cemetery, we present a view of the beautiful mausoleum of the Drexel family, which is noted for its elegance of design—being the handsomest structure of its kind in this country—and its fine location, and one of the chaste monument erected to the memory of Lieutenant John T. Greble, the first officer of the regular army to fall in the Rebellion.

FAIRMOUNT PARK.

FAIRMOUNT PARK, new though it is, has already attained a reputation second only to that of Central Park, New York, and only second to that because Fairmount is not yet old enough to be as widely known.

Fairmount needs no eulogist. It speaks for itself; and the stranger who, with this book for his guide, will spend a summer day—or, better still, a week—in leisurely and appreciative exploration of its hills and dales, its leafy woodlands and sunny slopes, its rippling streams and placid river, its dewy sunrise and dreamy sunset, and the glory of its moonlight vistas, will permit no tongue to sound its praises louder than his own.

We preface our description of it with a few dry facts and figures which it will be well to bear in mind.

Fairmount Park arose from the necessity for a supply of pure water, the deterioration of

MONUMENT ERECTED TO THE MEMORY OF FREDERICK GRAFF.

which threatened to become not only an evil but a grievous calamity. The mills and manufactories on the banks of the Schuylkill were multiplying rapidly, and there was great danger that in the course of a very few years the river-banks for miles above the city would be lined with factories and workshops, to the utter ruin of the stream on which the citizens depended for their supply of pure water.

EAST TERRACE, LEMON HILL.

Just in time to prevent this catastrophe, Fairmount Park was conceived, and by degrees executed, until now five miles of the river and six of its beautiful and important tributary the Wissahickon, together with the high lands bounding their immediate valleys, are inclosed and preserved forever from all pollution and profanation.

The Park now contains nearly three thousand acres, being more than three times as large as the New York Central Park. It is dedicated to be a public pleasure-ground forever, and, under the management of a Board of Commissioners, is rapidly growing in beauty and interest.

The visitor will take a street-car on Pine, Arch, or Vine Street,—all of which lines run to the bridge at the lower end of the Park, while the two last named connect and run on to George's Hill, at its western extremity; or a car of the Green and Coates Streets line, which runs

THE LINCOLN MONUMENT.

from Fourth Street, *via* Walnut, Eighth, and Fairmount Avenue, to the Fairmount Avenue entrance; or a yellow car of the Union line, passing up Ninth Street and landing him at the

VIEW ON THE SCHUYLKILL, SHOWING THE BOAT-HOUSES AND LEMON HILL.

Brown Street entrance; or a Ridge Avenue car, which will carry him to the East Park; or, if well up town, a Poplar Street or Girard Avenue car, which will deposit him at Brown Street and Girard Avenue respectively. The Lancaster Avenue branch of the Chestnut and Walnut

CALLOWHILL STREET BRIDGE, AT THE FAIRMOUNT WATER-WORKS.

Streets line runs to the Centennial grounds in the West Park, and a branch of the Market Street line has been extended to the same point. All these termini, except the extreme western and northern ones, are in the immediate vicinity of Fairmount Water-Works, at the lower end of the Park. Another route is by the Park accommodation trains of the Philadelphia and Reading Railroad, which in summer run every hour during the day and carry passengers from the depot at Thirteenth and Callowhill to Belmont, on the west side of the Schuylkill. Accommodation trains on the Pennsylvania Railroad also run to Hestonville, within a short walk of George's Hill, at the western end of the Park.

Lastly, the visitor can hire a carriage by the day and make the tour of the Park without fatigue or difficulty; and for mere sight-seeing this is much the best way.

Entering the Park at the lower entrance, we step at once into the grounds pertaining to the Schuylkill Water-Works; and the works themselves are contained in the building, or rather group of buildings, just before us. These works were first put in operation in 1822, though the city was first supplied with water from the Schuylkill in 1799. Enormous engines worked by water-power force water from a dam in the river to the top of a hill in front of the building,—the original "Faire-Mount,"—where it is held in a distributing reservoir. The same works supply a reservoir on Corinthian Avenue, near Girard College. From a piazza in the rear of the building a good view is obtained of the new and elegant "double deck" iron truss bridge which has just taken the place of the once celebrated Wire Bridge. This new bridge is one of the most elaborate structures of its kind in this country. It was designed by J. H. Linville, and erected by the Keystone Bridge Company. The total length of the superstructure is 1274 feet, the main span, over the river, being 350 feet. The bridge has an upper and lower roadway and sidewalks, and is 48 feet in width; the upper roadway is elevated 32 feet above Callowhill Street, and connects Spring Garden Street on the east with Bridge Street on the west. The lower roadway connects Callowhill Street with Haverford Street.

FOUNTAIN NEAR BROWN STREET ENTRANCE.

The grounds immediately surrounding the buildings of the Water-Works contain several fountains and pieces of statuary. The monument in our cut is that of Frederick Graff, the designer and first engineer of the works. Just above the Water-Works is a little dock, whence in summer a couple of miniature steamers ply incessantly on the river, stopping at all points of interest on their route.

The main drive of the Park begins at Green Street, passing, just inside of the entrance, a new building designed for an art gallery, and thence running down nearly to the bank of the Schuylkill.

Next, crossing an open space ornamented by a bronze statue of Lincoln, erected by the Lincoln Monument Association, in the fall of 1871, we come to another hill, covered with trees, among which go winding paths, and under which green grass and flowering shrubs combine

their attractions, while around the base of the hill flowers bloom and fountains play, and the

CONNECTING RAILROAD BRIDGE, FAIRMOUNT PARK.

curving drive leads a glittering host of carriages. This is Lemon Hill, and on its summit is the mansion in which Robert Morris had his home during the Revolutionary struggle. Here the great financier loved to dwell. Here he entertained many men whose names were made

FAIRMOUNT PARK, FROM PENNSYLVANIA RAILROAD BRIDGE.

illustrious by those stirring times. Hancock, Franklin, the elder Adams, members of the

ENTRANCE AT EGGLESFIELD.

merly called "Sedgely Park." Here stands a small frame building known as "Grant's Cottage," because it was used by that general as his head-quarters at City Point. It was brought here at the close of the war.

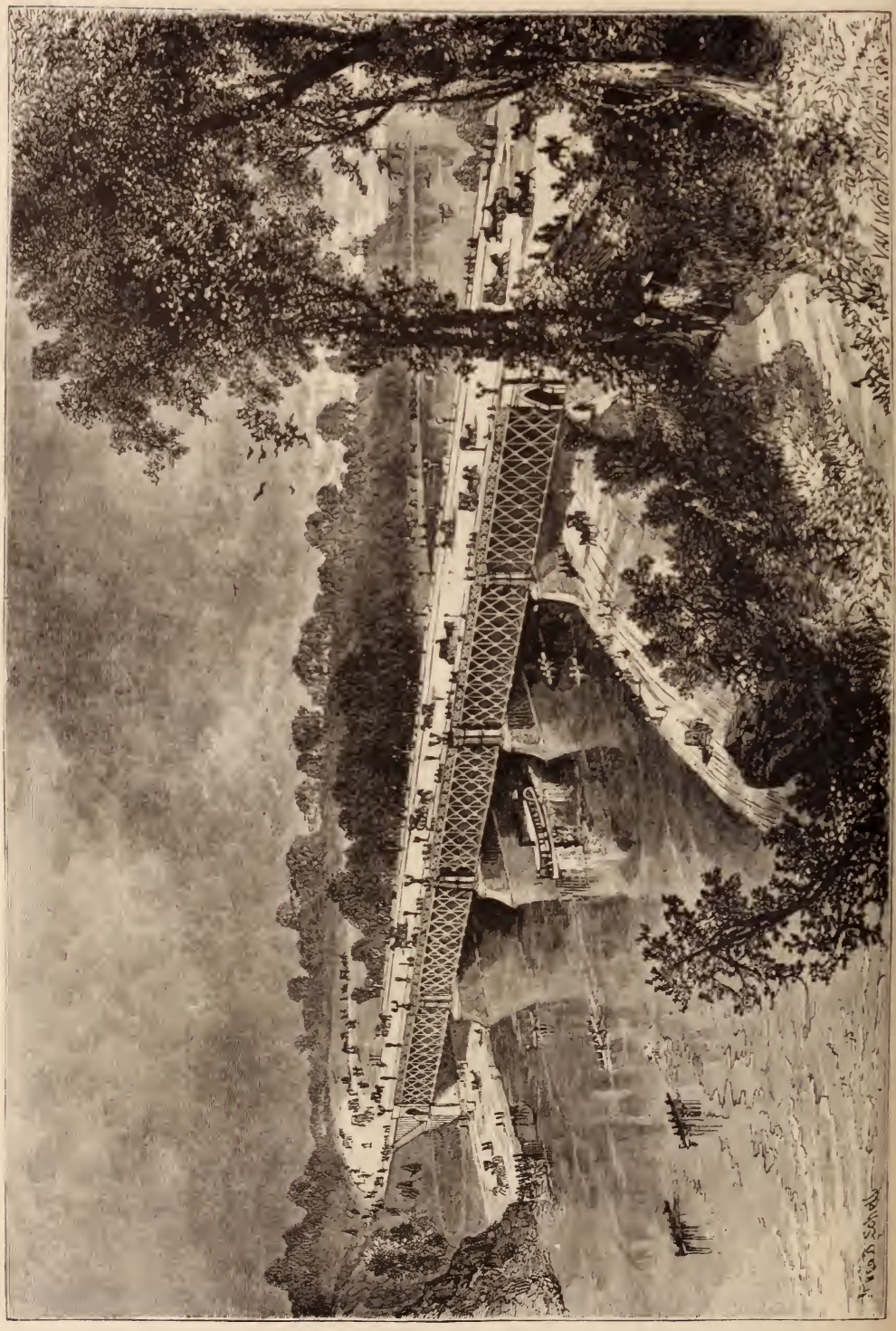
From this hill there is an excellent view of the Schuylkill Water-Works, which stand in a ravine just beyond it. At its foot is the Girard Avenue Bridge, an elegant iron structure, the work of Clarke, Reeves & Co., of the Phœnix Iron Works, which connects the East and West Parks. This bridge was opened for travel July 4, 1874. It is 1000 feet long by 100 feet wide, and 52 feet above mean water mark. It consists of five spans constructed of Pratt trusses. The roadway is of granite blocks, and is 67½ feet wide, and the sidewalks, each 16½ feet wide, are paved with slate, with encaustic tile borders. The balustrade and cornice are ornamented

Continental Congress, officers of the army and navy, and many of the foremost citizens met frequently under this hospitable roof. Here, busy in peace as in war, he afterwards planned those magnificent enterprises which were his financial ruin; and from here he was led away to prison, the victim of laws equally barbarous and absurd, which, because a man could not pay what he owed, locked him up lest he might earn the means to discharge his debt.

The fortunes of the once magnificent mansion have fallen, like those of its magnificent owner. It is now a restaurant, where indifferent refreshments are dealt out at correspondingly high prices; for it is an axiom that men pay most for the worst fare.

Next, following the carriage-drive, which, beginning at the Green Street entrance, runs up the river, we come to a third hill, for-

VIEW OF SWEET BRIER FROM EGGLESFIELD.



GIRARD AVENUE BRIDGE, FAIRMOUNT PARK.

with bronze panels representing birds and foliage. Under this bridge passes a carriage-way leading to the northeast portion of the Park, now called, by way of distinction, the East Park. The Connecting Railroad Bridge, as it is popularly termed, which unites the Pennsylvania Railroad with the Camden and Amboy, raises its graceful arches a little above the Girard Avenue Bridge, and through the rocky bluff which forms its eastern abutment a short tunnel has been cut, as the only means of opening a carriage-road to the East Park. This route was opened in the summer of 1871, and developed some of the loveliest scenery in all the Park. A number of fine old country-seats were absorbed in this portion of the grounds, and they remain very nearly as their former owners left them. Here a distributing reservoir, to cover one hundred and five acres, is now being constructed. Continuing up this side of the river, we come finally to Laurel Hill Cemetery, and then to the massive stone bridge over which the coal-trains of the Reading Railroad pass on their way to Richmond.

VIEW ABOVE SWEET BRIER.

SCHUYLKILL BLUFFS, BELOW EDGELY.

We shall, however, find more marks of improvement by crossing the Girard Avenue Bridge into the West Park.

Below the Bridge, on the west side, is a tract called "Solitude," and in it stands an ancient house built by John Penn, son of Thomas Penn and grandson of William, and owned by his descendants until its purchase by the Park Commissioners. Just beyond this, the tall stand-pipe of the West Philadelphia Water-Works forms a conspicuous feature.

This tract, containing thirty-three acres, has been leased by the Park Commissioners to the Zoological Society of Philadelphia, which has

THE ELEPHANT HOUSE.

been managed so successfully that, although but a few years old, its collection is the finest in this country. No expense has been spared to perfect the Garden in every particular, and it is

CARNIVORA BUILDING.

THE MONKEY HOUSE.

fitted up in a manner best suited for the maintenance and exhibition of birds and animals. The Society intends establishing here a Zoological Garden second to none in the world, and is

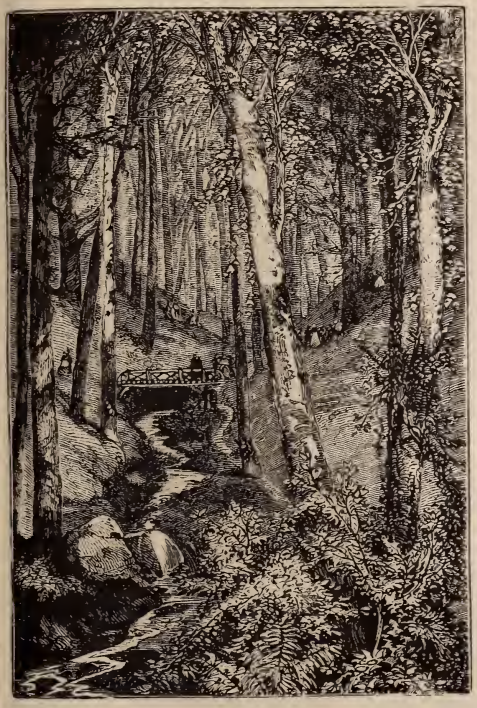
THE BEAR PITS.

THE AVIARY.

rapidly carrying out its designs. It has agents in every part of the globe, from whom it receives frequent shipments of rare and interesting specimens of natural history, and is fast filling its

THE COLUMBIA BRIDGE, FROM THE WEST PARK.

grounds with specimens of every class of the animal kingdom. Every part of the garden is



SWEET BRIER RAVINE.

THE LANSDOWNE PINES.

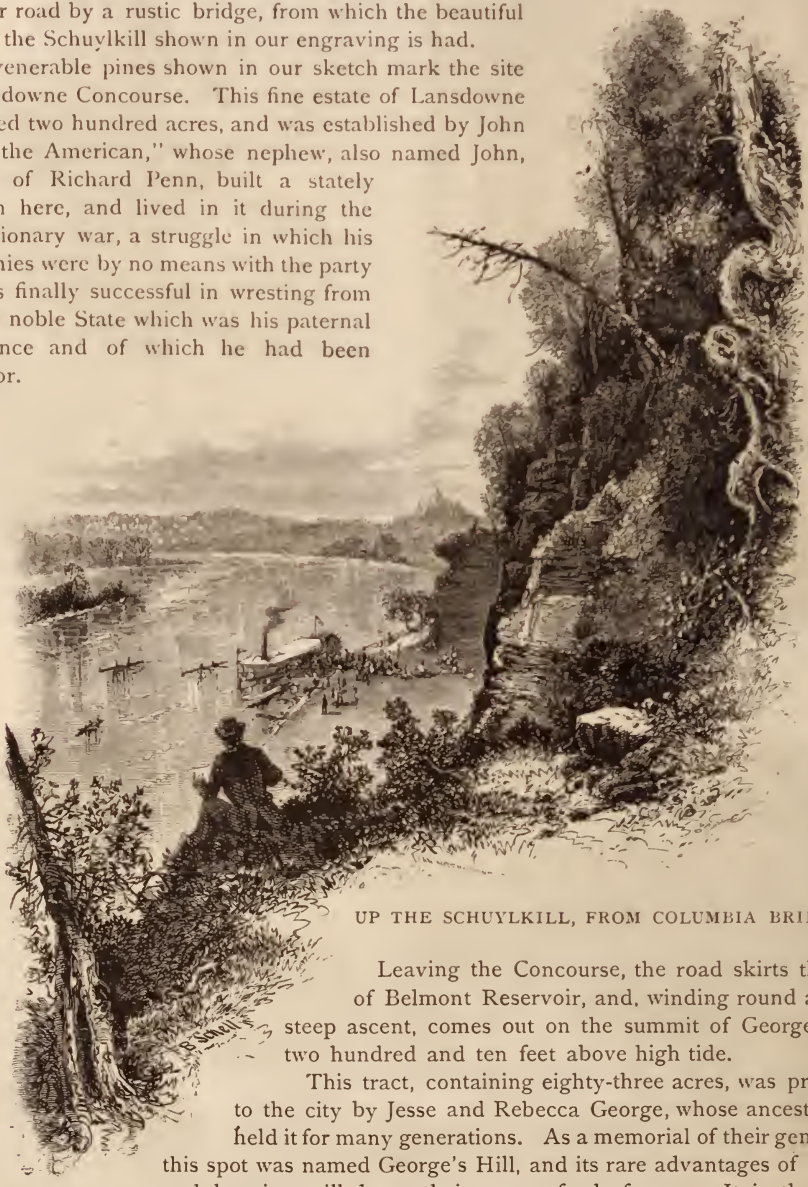
interesting, but we may mention as the principal features the large and well-filled Carnivora and Monkey-Houses, the Bear Pits, the Aviary, and the Deer Park. All of these are already

LOOKING EAST FROM BELMONT.

well stocked, and are constantly receiving fresh accessions. The Garden was first opened to the public in July, 1874, and has already become one of the most popular features of the Park. The price of admission is 25 cents for adults, and 10 cents for children.

A short distance above the bridge is the Children's Play-ground, near Sweet Brier Mansion, and passing this the road enters Lansdowne and crosses the river road by a rustic bridge, from which the beautiful view of the Schuylkill shown in our engraving is had.

The venerable pines shown in our sketch mark the site of Lansdowne Concourse. This fine estate of Lansdowne contained two hundred acres, and was established by John Penn, "the American," whose nephew, also named John, the son of Richard Penn, built a stately mansion here, and lived in it during the Revolutionary war, a struggle in which his sympathies were by no means with the party that was finally successful in wresting from him the noble State which was his paternal inheritance and of which he had been Governor.



UP THE SCHUYLKILL, FROM COLUMBIA BRIDGE.

Leaving the Concourse, the road skirts the base of Belmont Reservoir, and, winding round a rather steep ascent, comes out on the summit of George's Hill, two hundred and ten feet above high tide.

This tract, containing eighty-three acres, was presented to the city by Jesse and Rebecca George, whose ancestors had held it for many generations. As a memorial of their generosity, this spot was named George's Hill, and its rare advantages of scenery and location will keep their name fresh forever. It is the grand objective point of pleasure-parties. Few carriages make the tour of the Park without taking George's Hill in their way, and stopping for a few moments on its summit to rest their horses and let the inmates feast their eyes on the view which lies before them,—a view bounded only by League Island and the Delaware.

In the broad meadow which lies at the visitor's feet as he stands on George's Hill, looking eastward, is the ground of the Centennial Exhibition, which is fully described a few pages farther on. We may here mention that George's Hill is a splendid site from which to overlook these grounds.

The carriage-road next brings us to Belmont Mansion. This, like most of the buildings in the Park, is of very ancient date, having probably been erected about 1745.

A VIEW ON THE WISSAHICKON.

This was the home of Richard Peters—poet, punster, patriot, and jurist—during the whole of his long life. Many of his witty sayings are still extant, as are also a number of his poems; while his eminent services as Secretary of the Board of War during the Revolution, Representative in Congress subsequently, and Judge of the United States District Court for nearly half his life, will not soon be forgotten. Brilliant as have been the assemblages of distinguished guests at the many hospitable country-seats now included within the bounds of Fairmount Park, the

associations connected with Belmont Mansion outshine all the rest. Washington was a frequent visitor; so was Franklin; so were Rittenhouse the astronomer, Bartram the eminent botanist, Robert Morris, Jefferson, and Lafayette,—of whom a memento still remains in the shape of a white-walnut-tree planted by his hand in 1824. Talleyrand and Louis Philippe both visited this place; "Tom Moore's cottage" is just below, on the river-bank; and many other great names might be mentioned in connection with Belmont, if we had room for them. Now, alas! the historic mansion has degenerated into a restaurant.

FALLS BRIDGE, SCHUYLKILL RIVER.

The view from the piazza of the house is one which can scarcely be surpassed in America. Our engraving, though drawn by one of the first landscape painters in the country, gives but a faint idea of its beauty. It is one of those grand effects of nature and art combined which man must acknowledge his inability to represent adequately on paper.

Leaving Belmont, the road passes through a comparatively uninteresting section to Chamouni, with its lake and its concourse, and the northern limits of the Park. Near the lake it intersects the Falls road, and this takes us down to the Schuylkill, which we cross by a bridge, and continue up the east bank of the river to its junction with the Wissahickon.

One of the most beautiful walks in the Park extends from this point through Belmont Glen to the Reading Railroad and the banks of the Schuylkill. It debouches at the offices of the Park Commission, where the visitor's eye is attracted by a pair of colossal bronzes, representations of the winged horse "Pegasus."* These figures were made to adorn the Grand Academy in Vienna, but were found to be too large for the position assigned them. They were purchased by a number of American gentlemen, and presented to the Park; where they will eventually mount guard at one of the main entrances.

The Falls of Schuylkill exist only in history now, but before the Fairmount dam was built they were a beautiful reality. The cascade, which was formed by a projecting ledge of rock, was slight, but in seasons of high water it made a fine display.

A little above the Falls is the "Battle-Ground,"—the scene of an *intended* battle between the Americans under Lafayette and the British under General Grant. The latter, however, unlike his distinguished modern namesake, allowed himself to be outgeneraled, and Lafayette succeeded in executing a masterly retreat,—that being the only thing he could do under the circumstances. Here, also, was fought the memorable and disastrous battle of Germantown.

The Wissahickon is a lovely stream winding through a narrow valley between steep and lofty hills which are wooded to their summits, and have the appearance of a mountain-gorge hundreds of miles from civilization, rather than a pleasure-retreat within the limits of a great city.

WISSAHICKON CREEK.

In its lower reaches the stream is calm and peaceful, and boats are kept at the two or three small hostelries which stand on its banks, for the convenience of those who wish to row on the placid waters. This calm beauty changes as the valley ascends, and we soon find the stream a mountain torrent, well in keeping with its picturesque situation and surroundings. So with alternate rush of torrent and placid beauty of calm reaches the romantic stream flows down from the high table-lands of Chestnut Hill to its embouchure in the valley of the Schuylkill.

A few manufacturing establishments have invaded the sequestered valley; but the Park Commissioners have taken measures to do away with them all after a certain number of years,

* Since transferred to the entrance to Memorial Hall.

UP THE WISSAHICKON—MEGARGEE'S PAPER MILL.

and restore the Wissahickon as nearly as possible to its pristine wildness and unfettered beauty. One of these invaders—Edward Megargee's paper mill—is shown in our illustration. Like most of the others, it is now owned by the city, but will be operated by the heirs of its late owner until the year 1882, after which it will be removed.

THE WISSAHICKON—BRIDGE AT VALLEY GREEN.

THE WISSAHICKON—BRIDGE NEAR MT. AIRY

THE PIPE BRIDGE OVER THE WISSAHICKON.

We may briefly notice a few of the many points of interest in this romantic glen, some of which our artists have sketched in a manner which renders pen-and-ink descriptions superfluous.

Soon after leaving the Schuylkill, the drive up the Wissahickon passes the "Maple Spring" restaurant, where a curious collection of laurel-roots deftly shaped into all manner of strange or familiar objects, the work of the proprietor, will repay a visit.

A little above this, a lane descends through the woods to the Hermit's Well, which is said to

PRO BONO PUBLICO.

UP THE WISSAHICKON.

have been dug by John Kelpius, a German Pietist, who settled down here, with forty followers, two hundred years ago, and lived a hermit's life, waiting for the fulfillment of his dreams. He and his associates gave names to many of the scenes about here, among them the Hermit's Pool, of which we give an illustration.

Three and a half miles above its mouth the stream is crossed by a beautiful structure called the Pipe Bridge, six hundred and eighty-four feet long and one hundred feet above the creek. The water-pipes that supply Germantown with water form the chords of the bridge, the whole

THE WISSAHICKON AT CHESTNUT HILL.

being bound together with wrought-iron. It was designed by Frederick Graff, and constructed under his superintendence. A hundred yards above this is the wooden bridge shown in our engraving. Near this is the Devil's Pool, a basin in Creshein Creek, a small tributary of the Wissahickon.

The next point of interest is the stone bridge at Valley Green, and half a mile beyond this is the first public drinking-fountain erected in Philadelphia. It was placed here in 1854, and was the precursor of a numerous and beneficial following.

UP THE WISSAHICKON—THE DRIVE.

A mile and a half of rugged scenery ensues, terminating in the open sunlight and beautiful landscapes of Chestnut Hill, where the end of the Park is reached.

Watson, in his "Annals of Philadelphia," speaks thus of "The Wissahickon:"

"This romantic creek and scenery, now so much visited and familiar to many, was not long since an extremely wild, unvisited place, to illustrate which I give these facts, to wit: Enoch and Jacob Rittenhouse, residents there, told me in 1845 that when they were boys the place had many pheasants; that they snared a hundred of them

THE WISSAHICKON—THE HERMIT'S POOL.

HEMLOCK GLEN

MOUNT PLEASANT.—FORMERLY OWNED BY BENEDICT ARNOLD.

GLEN FERN, WISSAHICKON.

in a season; they also got many partridges. The creek had many excellent fish, such as large sunfish and perch. The summer wild ducks came there regularly, and were shot often; also, some winter ducks. They then had no visitors from the city, and only occasionally from Germantown. There they lived quietly and retired; now all is public and bustling,—all is changed.

The natural beauties of Fairmount Park are now its chief attraction, but these can be greatly enhanced by the discreet addition of works of art in the shape of statues, fountains, busts, etc. We are happy to state that a society under the name of the Fairmount Park Art Association has recently been established with the object of facilitating this adornment, and already embraces a large number of prominent citizens among its members. It should be the pride of every citizen to encourage its efforts. This Association has already erected several handsome bronze pieces, and placed a fine marble statue and several paintings in the Art Gallery in the Park.

THE CENTENNIAL EXHIBITION GROUNDS AND BUILDINGS.

In the selection of Philadelphia as the place where the Centennial Exhibition should be held, two important and desirable results were reached: it placed the Exhibition at the "birthplace of liberty," and secured one of the most eligible sites for the purpose in the country. Rich in historical associations, easily accessible from all points, and embracing a plateau affording ample space for the main and incidental buildings, Fairmount Park presents every feature that could be desired.

The Centennial grounds cover 236 acres, and extend from the foot of George's Hill almost to the Schuylkill River, and north to Columbia Bridge and Belmont Mansion. They can be reached directly by the following lines of horse-cars: Chestnut and Walnut, Market, Arch, Race and Vine, and Girard Avenue; and by steam-cars via the Reading Railroad and the Pennsylvania Railroad.

Approaching the Exhibition grounds by way of Elm Avenue, we first enter the MAIN BUILDING, which is 1880 feet long, 464 feet wide, 48 feet to the cornice, and 70 feet to the roof-tree, covering an area of 20 acres. At each corner a square tower runs up to a level with the roof, and four more are clustered in the centre of the edifice, and rise to the height of 120 feet from a base of 48 feet square. These flank a central dome 120 feet square at base, and springing on iron trusses of delicate and graceful design to an apex 96 feet above the pavement,—the exact elevation of the interior of the old Capitol rotunda. The transept, the intersection of which with the nave forms this pavilion, is 416 feet long. On each side of it is another of the same length and 100 feet in width, with aisles of 48 feet each. Longitudinally, the divisions of the interior correspond with these transverse lines. A nave 120 feet wide and 1832 feet long—said to be unique for combined length and width—is accompanied by two side avenues 100 feet wide, and as many aisles 48 feet wide. An exterior aisle 24 feet wide, and as many high to a half-roof or clere-story, passes round the whole building except where interrupted by the main entrances in the centres of the sides and ends, and a number of minor ones between. The iron columns supporting the roof number, in all, 672.

A breadth of 30 feet is left to the main promenades along and athwart, of 15 feet to the principal ones on either side, and of 10 feet to all the others. The

MAIN BUILDING.

MACHINERY HALL.

berths of the nations run athwartship, or north and south as the great ark is anchored. The classes of objects are separated by lines running in the opposite direction. Small balconies of observation are the only galleries of the Main Building. Those at the different stages of the central towers are highly attractive to students who prefer the general to the particular, or who, exhausted for the time, retire to clear their brains from the dust of detail and muster their faculties for another charge on the vast army of art. From this perch one may survey mankind from China to Peru.

Four miles of water- and drainage-pipe underlie the 21½ acres of plank floor in this building. The pillars and trusses contain 3600 tons of iron. The contract for it was awarded in July, 1874, and it was completed in eighteen months, being ready for the reception of goods early in January last. The cost was $1,600,000.

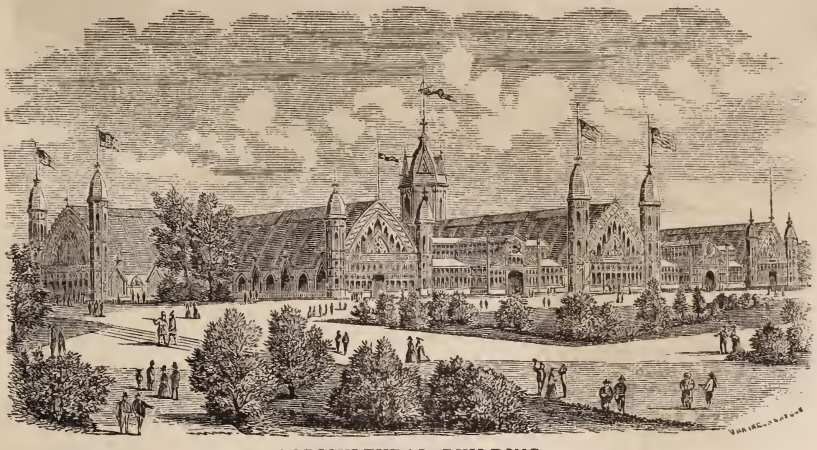
Leaving the Main Building at its west end, we pass to MACHINERY HALL, little smaller than its neighbor, it being 1402 feet long by 360 feet wide, covering an area of 14 acres. The main cornice is 40 feet in height upon the outside; the interior height being 70 feet in the two main longitudinal avenues and 40 feet in the one central and two side aisles. The avenues are each 90 feet in width, and the aisles 60, with a space of 15 feet for free passage in the former and 10 in the latter. A transept 90 feet broad crosses the main building into that for hydraulics, bringing up against a tank 60 by 160 feet, whereinto the water-works precipitate, Versailles fashion, a cataract 35 feet high by 40 wide.

The substitution of timber for iron demands a closer placing of the pillars. They are consequently but 16 feet apart "in the row," the spans being correspondingly more contracted. This has the compensating advantage, æsthetically speaking, of offering more surface for decorative effect, and the opportunity has been fairly availed of. The coloring of the roof, tie-rods, and piers expands over the turmoil below the cooling calm of blue and silver. The external appearance of Machinery Hall is fully as pleasing as that of the building we just left. The one central and four terminal towers, with their open, kiosk-like tops, are really graceful, and the slender spires which surmount them are preferable to the sheet-iron turrets. Owing to the necessity of projecting an annex for hydraulic engines from one side of the middle, the building is distinguished by the possession of a front. The cost of the construction of Machinery Hall was $800,000.

Machinery Hall has illustrated, from its earliest days, the process of development by gemmation. Southward, towards the sun, it has shot forth several lusty sprouts. The hydraulic

avenue which we have mentioned covers an acre, being 208 by 210 feet. Cheek by jowl with water is its neighbor fire, safe behind bars in the boiler-house of the big engine; and next branches out, over another acre and more, or 48,000 square feet, the domain of shoes and leather under a roof of its own.

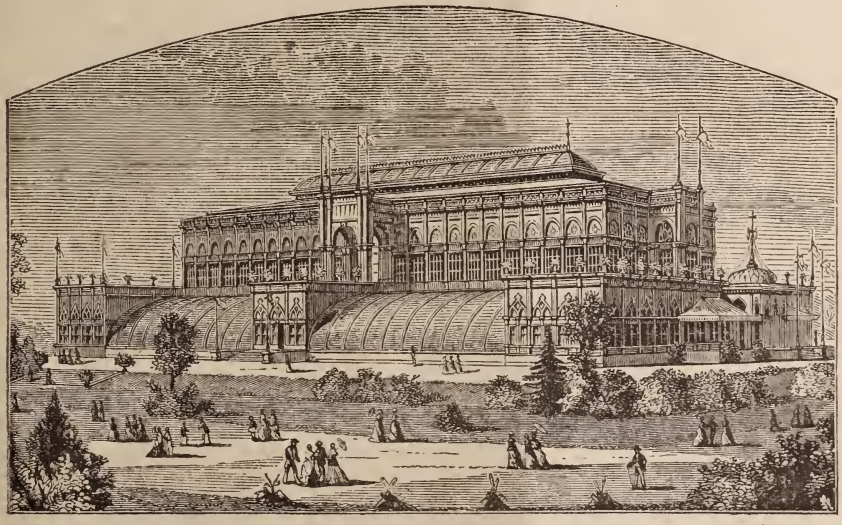
Including galleries, and the leather, fire, and water suburbs, this structure affords more than



AGRICULTURAL BUILDING.

15 acres of space. We can here become learned in the biography of everything a machine can create, from an iron-clad to a penknife or a pocket-handkerchief. In the centre of the immense hall stands the demiurgos of this nest of Titans, an engine of 1400 horse-power, and the largest hitherto known.

Following Belmont Avenue, the Appian Way of the Centennial, to the northwest, we



HORTICULTURAL HALL.

penetrate a mob of edifices, fountains, restaurants, government offices, etc., and reach the AGRICULTURAL BUILDING,—the palace of the farmer. The building is worthy of a Centennial agricultural fair: 540 by 820 feet, with 10¼ acres under roof, it equals the halls of a dozen State cattle-shows. The style is Gothic, the three transepts looking like those of as many cathedrals. The nave is 125 feet wide, with an elevation of 75 feet. The materials of this

BRIDGE OVER LANDSDOWNE RAVINE.

folio. A race-track, too, is an addendum of course.

From this exhibition of man's power over the fruits of the earth and the beasts of the field, we cross a ravine where the forest is allowed to disport itself in ignorance of his yoke, and ascend another eminence to HORTICULTURAL HALL.

No site could have been more happily chosen for this beautiful congress-hall of flowers. It occupies a bluff that overlooks the Schuylkill 100 feet below to the eastward, and is bounded by the deep channels of a pair of brooks equidistant on the north and south sides. Up the banks of these clamber the sturdy arboreal natives as though to shelter in warm embrace their delicate kindred from abroad. Broad walks and terraces prevent their too close approach and the consequent exclusion of sunlight.

For the expression of its purpose, with all the solidity and grace consistent with that, the Moresque structure before us is not excelled by any within the grounds. Entering from the side by a neat flight of bucolic temple are wood and glass. The contract price was $300,000. Its contents are more cosmopolitan than could have been anticipated when it was planned.

Besides the indoor portion of the world's farmsteading, a barnyard of corresponding magnitude is close at hand, where all domestic animals are accommodated, and the Weirs, Landseers, and Bonheurs can find many novelties for the port-

HORTICULTURAL HALL—INTERIOR VIEW.

steps in dark marble, we find ourselves in a gayly-tiled vestibule 30 feet square, between forcing-houses each 100 by 30 feet. Advancing, we enter the great conservatory, 230 by 80 feet, and 55 high, much the largest in this country, and but a trifle inferior in height to the palm-houses of Chatsworth and Kew. A gallery 20 feet from the floor carries us up among

MEMORIAL HALL.

the dates and cocoanuts. The decorations of this hall are in keeping with the external design. The dimensions of the building are 380 feet by 193 feet.

Outside promenades, four in number, and each 100 feet long, lead along the roofs of the forcing-houses, and contribute to the portfolio of lovely views that enriches the Park. Other prospects are offered by the upper floors of the east and west fronts; the aërial terrace embracing in all 17,000 square feet. Restaurants, reception-rooms, and offices occupy the two ends. The cost of the building was $250,000.

A few years hence this winter-garden will constitute a great attraction at the Park. It will by that time be effectively supplemented by 35 surrounding acres of out-door horticulture.

JUDGES' PAVILION.

Leaving Horticultural Hall, we cross the bridge spanning the picturesque Landsdowne Ravine to MEMORIAL HALL, which, as its name implies, contemplates indefinite durability. What Virginia and Massachusetts granite, in alliance with Pennsylvania iron, on a basis of $1,500,000, can effect in that direction, seems to have been done. The façade is in ultra-Renaissance, with arch and balustrade and open arcade. The square central tower, or what under a circular dome would be the drum, is quite in harmony with the main front in

proportion and outline, and renders the unity of the building very striking. That its object, of supplying the best light for pictures and statuary, is not lost sight of, is evidenced by the fact that three-fourths of the interior space is lighted from above, and the residue has an ample

WOMEN'S PAVILION.

supply from lofty windows. The figures of America, Art, Science, etc., stud the dome and parapet, while eagles with wings outspread decorate the four corners of the corner towers.

The eight arched windows of the corner towers, 12½ by 34 feet, are utilized for art-display.

GOVERNMENT BUILDING.

Munich fills two with stained glass: England also claims a place in them. The iron doors of the front are inlaid with bronze panels bearing the insignia of the States.

That the art-section of the Exposition would fill a building 365 by 210 feet, affording 89,000 square feet of wall-surface for pictures, must, when first proposed, have struck the most imaginative of the projectors as a dream. The actual result proved it indispensably necessary to provide an additional building of very nearly equal dimensions, or 349 by 186 feet, to receive the contributions offered, and this after the promulgation of a strict requirement that "all works of art must be of a high order of merit."

This building is on the rear, or north side, of Memorial Hall proper, and is the first portion of the fine-art department that meets the eye of one coming from Horticultural Hall. It is built

of brick instead of the solid granite that composes the pile in front of it. In interior plan the extension closely imitates the main building.

MINOR BUILDINGS.—We shall now turn from the strictly public buildings to the more

PENNSYLVANIA BUILDING.

numerous ones which surround them, and descend, so to speak, from the capitol to the capital.

Directly opposite the entrance, but beyond the north line of the great halls, stands the *Judges' Pavilion*. In this capacious "box," 152 by 115 feet, the grand and petit juries of the tribunal of industry and taste have abundant room for deliberation and discussion.

Place aux dames! First among the independent structures we must note the *Women's Pavilion*. To the trait of modesty the building has added that of grace. The interior, however, is more light and airy in effect than the exterior. The ground-plan is very simple, blending the cross and the square. Nave and transept are identical in dimensions, each being 64 by 192 feet. The four angles formed by their intersection are nearly filled out by as many sheds 48 feet square. A cupola springs from the centre to a height of 90 feet. An area of 30,000 square feet strikes us as a modest allowance for the display of female industry.

NEW JERSEY BUILDING.

Uncle Sam confronts the ladies from over the way, a ferocious battery of fifteen-inch Rodman guns and other monsters of the same family frowning defiance to their smiles and wiles. The *Government Building* was erected to "illustrate the functions and administrative faculties of the government in time of peace, and its resources as a war-power." To do this properly, he has found two acres of

ground none too much. The building, business-like and capable-looking, was erected in a style and with a degree of economy creditable to the officers of the board selected from the Departments of War, Agriculture, the Treasury, Navy, Interior, and Post-Office, and from the Smithsonian Institution. Appended to it are smaller structures for the illustration of hospital and laboratory work. In the rear of the lordly palace of the Federal government stand the humbler tenements of *the States*. A line of these, drawn up in close order, shoulder to shoulder, is ranged, hard by, against the tall fence that incloses the grounds. In this row are embraced Ohio, Indiana, Illinois, Wisconsin, Michigan, New Hampshire, Connecticut, Massachusetts, and Delaware. New Jersey and Kansas stand proudly apart, officer-like, on the opposite side of the avenue; the regimental canteen, in the shape of the Southern Restaurant, jostling them rather closely. Ohio's pavilion plays the leading grenadier well; but little Delaware, not content with the obscure post of file-closer, swells at the opposite end of the line into dimensions of 90 by 75 feet, with a cupola that, if placed at Dover, would be visible from half her territory. Pennsylvania's picturesque building stands on the south side of Fountain Avenue. Her Educational Department is represented by another building, near Memorial Hall.

NEW YORK BUILDING.

These buildings are all of wood, with the exception of that of Ohio, which exhibits some of the fine varieties of stone furnished by the quarries of that State. All have two floors, save the Massachusetts cottage, a quaint affair modeled after the homes of the past. The State of New York plays orderly sergeant, and stands in front of Delaware. She is very fortunate in the site assigned her, at the junction of State Avenue with several promenades, and her building is not unworthy so prominent a position.

OHIO BUILDING.

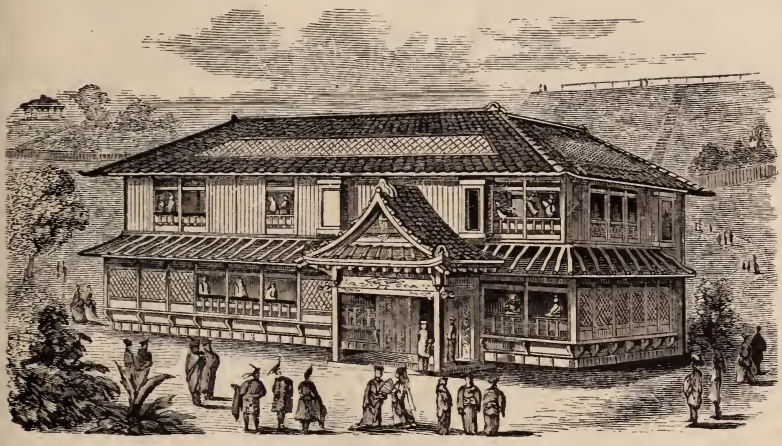
From the Empire State we step into the domain of Old England. Three of her rural homesteads rise before us, red-tiled, many-gabled, lattice-windowed, and telling of a kindly winter with external chimneys that care not for the hoarding of heat. It is a bit of the island peopled by some of the islanders. *Great Britain's* headquarters are made particularly attractive, not more by the picturesqueness of the buildings than by the extent and completeness of her exhibit.

Japan is a close neighbor to England. Besides the dwelling for its employés, the Japan-

ese government has erected in a more central situation, close to the Judges' Pavilion, another building. The style of this is equally characteristic. Together, the two structures do what houses may toward making us acquainted with the public and private ménage of Japan.

BRITISH BUILDINGS.

The delicacy of the Asiatic touch is exemplified in the wood-carving upon the doorways and pediments of the Japanese dwelling. Arabesques and reproductions of subjects from Nature are executed with a clearness and precision such as we are accustomed to admire on the lacquered-ware cabinets and the bronzes of Japan.

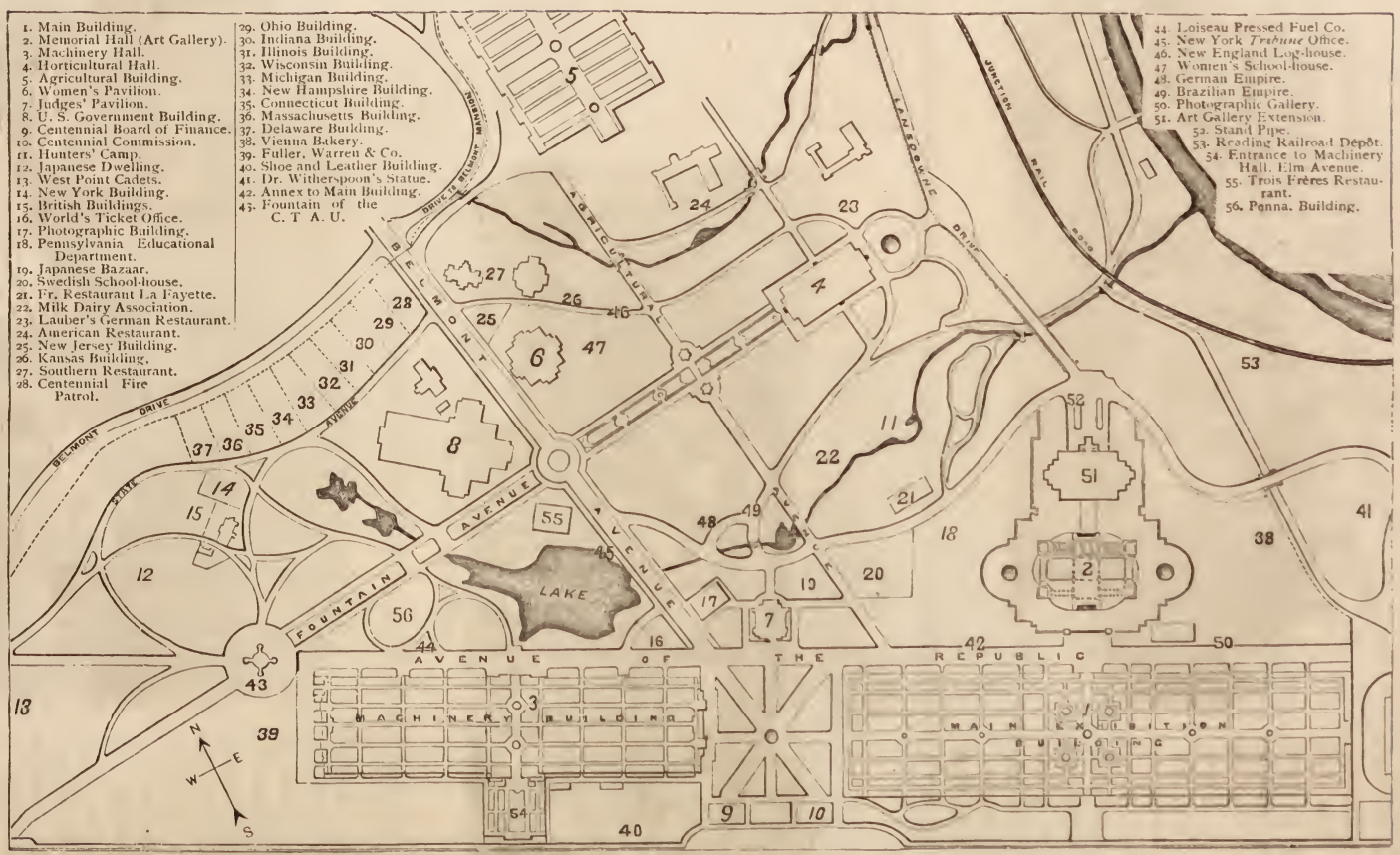


JAPANESE BUILDING.

In the neat little *Swedish* School-house, of unpainted wood, that stands next to the main Japanese building, we have another meeting of antipodes. This school-house is attractive for neatness and peculiarity of construction. It was erected by Swedish carpenters.

The contemporaries and ancient foes of the Northmen have a memorial in the beautiful Alhambra-like edifice of the Spanish government. *Spain* has no architecture so distinctive as that of the Moors, and

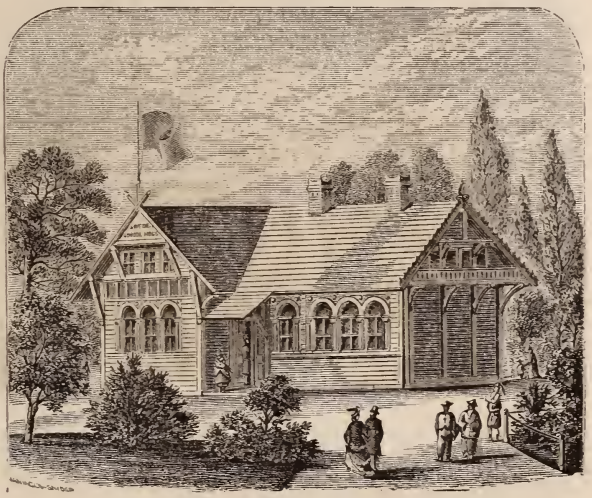
FOUNTAIN OF THE CATHOLIC TOTAL ABSTINENCE UNION.



PLAN OF EXHIBITION GROUNDS.

the selection of their style for the present purpose was in good taste. Seated not far from the Spainish building, and side by side with that of *Brazil*, are the handsome *German* buildings. The larger building is appropriated especially to the use of the German Commissioners; the two smaller ones are devoted chiefly to the exhibition of wines and chemicals.

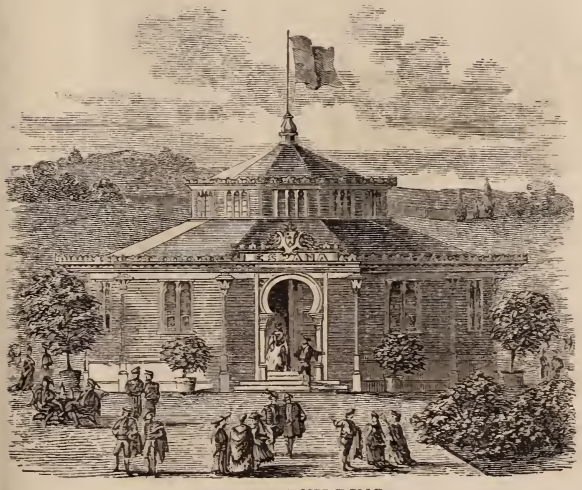
France is represented by three small structures,—one for the general use of the French commission, another for the special display of bronzes, and the third for another art-manufacture for which France is becoming eminent,—stained glass. This overflowing from her great and closely-occupied area in Memorial Hall, hard by, indicates the wealth of France in art. She is largely represented, moreover, in another outlying province of the same domain,—photography.



SWEDISH SCHOOL-HOUSE.

Photographic Hall, an offshoot from Memorial Hall, and lying between it and the Main Building, is quite a solid structure, 258 feet by 107, with 19,000 feet of wall-space.

Among the most striking and unique buildings is the "*World's Ticket and Inquiry Office*," of Cook, Son & Jenkins, the world-renowned Tourist and Excursion Managers, shown in our illustration. The enterprise and connections of this firm are wonderful: no matter in what portion of the civilized earth, no matter what the language may be, "Cook's Tickets" are the sure guide for the stranger. Their combination of tickets and excursions as displayed at their office, both for the United States and all parts of the world, show a very thorough system, the result of 35 years' practical experience.



SPANISH BUILDING.

It is not remarkable in this age that the most ambitious effort of monumental art upon the Exposition grounds should have taken the shape of a fountain. The erection is due to the energy and public spirit of the *Catholic Total Abstinence Union*. The site chosen is at the extreme western end of Machinery Hall. It looks along Fountain Avenue to the Horticultural Building. Mated thus with that fine building, it becomes a permanent feature of the Park. Other fountains are scattered through the grounds, but they are of comparatively modest proportions.

Another contribution in the cause of art is the statue, in bronze, of Dr. Witherspoon, the only clerical Signer, which stands on the east side of the grounds.

We have now briefly described the most important buildings which stand out prominently

in the midst of a host of structures of infinite variety of size, shape, and purpose, among which restaurants of various nationalities are especially noticeable. But in a work necessarily

GERMAN BUILDING.

so condensed as this it is impossible to enumerate all of these structures, and, indeed, we doubt if any description would convey an adequate impression of the scene: suffice it to say that they notably exceed the corresponding array at any of the European Expositions. The accom-

COOK'S WORLD'S TICKET AND INQUIRY OFFICE.

panying plan will give the reader an idea of the relative positions of many of the buildings, and serve as a guide in making the tour of the grounds.

MISCELLANEOUS.

In the previous portion of this work a sketch of the principal objects of interest on certain main streets has been presented; but in a large city like Philadelphia there are many places and objects away from the main avenues and most frequented parts, so scattered and varied in character that they cannot well be described in any systematic order. In the following pages these are enumerated, including many of the most prominent industrial establishments which form such an important feature in the interests of this city.

Commencing at the old Navy Yard, recently purchased from the Government by the Pennsylvania Railroad Company for one million dollars, the points along the Delaware River are mentioned.

The huge yet elegant buildings of the Franklin Sugar Refinery, at Delaware Avenue and Almond Street, a short distance above the old Navy Yard, form a conspicuous object, and cannot fail to attract the visitor's attention.

As might be supposed, the Delaware, with its broad stream, deep channel, and abrupt bank, is the chosen home of the shipping interest, while the Schuylkill is still waiting for the time to come when its shores will be needed to relieve the eastern wharves; its waters, however, are now largely employed in the shipment of petroleum.

Above the old Navy Yard are the grain wharves of the Pennsylvania Railroad, with a large elevator overlooking

DELAWARE RIVER, BELOW PHILADELPHIA, SHOWING FORT DELAWARE.

them; and from these to Kensington there is a constant succession of shipping wharves, many of which have great local fame.

THE KEYSTONE SAW WORKS.

Among these are Spruce Street wharf, the great oyster depot; Dock Street wharf, famous for peaches; Chestnut and Market, the great passenger wharves, where we may take boats up or down the river or across to Camden; Vine Street wharf, the terminus of the Camden and Atlantic Railroad, whence in summer-time thousands depart daily for a run down to the beach,

"To cool them in the sea;"

Willow Street wharf, which is one of the termini of the Reading Railroad, and near to which the extensive freight depots of the Reading and the North Pennsylvania roads stand harmoniously side by side; and Poplar Street wharf, with its huge stacks of lumber, covering acres of ground. One of the most extensive of these yards is represented in the accompanying view; Smith & Harris's Lumber Yard, at Coates Street wharf, is also shown.

In this neighborhood, at Front and Laurel Streets, stands an imposing monument to energy, industry, and perseverance. The Keystone Saw, Tool, Steel, and File Works of Henry Disston & Sons, started in a cellar by the senior member of the firm some thirty-five years ago, have developed into the establishment shown in our illustration, which covers eight acres of ground with its numerous factories, employing over one thousand hands. Here saws of every description, with their component parts, also tools, files, etc., are manufactured at the rate of five tons daily. This firm has extensive branch works at Tacony and a branch house at Chicago, and may be well termed the pioneer factory of its kind in America, and is the largest saw factory in the world.

Kensington is the head-quarters of the shipbuilding interest in the city proper; though there are first-class yards, turning out excellent work, at Kaighn's Point, Chester, Wilmington, and other points on the Delaware, all of which come properly under the head of Philadelphia enterprises.

All these yards are generally busy, the amount of shipbuilding done on the Delaware forming no inconsiderable portion of the city's industrial showing. The firm of Wm. Cramp & Sons, at Kensington, has won much fame by the amount of first-class work turned out from its yards. It was here that the huge iron ships of the American Steamship Company, the iron

FRANKLIN SUGAR REFINERY.

colliers of the Philadelphia and Reading Railroad Company, and many other important vessels were built.

The labyrinthine system of wharves and docks at Port Richmond, where the coal from the Schuylkill mines is transhipped from the cars of the Philadelphia and Reading Railroad to the vessels which are to carry it still farther for a market, is just above this point, and is well shown in our illustration. This is a busy, animated, and interesting scene.

Philadelphia hitherto has aspired little to the title of a commercial city, but has been content with being the largest manufacturing centre in the United States. Now, however, active exertions are being made to establish a commerce, and there can be little doubt of their ultimate success. Already the house of William P. Clyde & Co. has lines of steamers running

VINE STREET FERRY, TERMINUS OF THE CAMDEN AND ATLANTIC RAILROAD.

to Boston, New York, Wilmington, Baltimore, and all the principal points on the South Atlantic and Gulf coasts of the United States; and several other firms have lines nearly as

VIEW OF THE POPLAR STREET LUMBER WHARVES.

extensive; while the American Steamship Company has four steamers making regular trips to Liverpool, and the steamers of two European lines also ply regularly to this port.

Kensington also contains many important iron works and other manufacturing establishments; but the locality favored by the heaviest workers in iron is that formerly known as "Green Hill," extending from Thirteenth to Eighteenth Streets, on the line of the Reading Railroad. Here are the Baldwin Locomotive Works before mentioned, the Norris Locomotive Works, William Sellers & Co.'s Machine Tool Works, having deservedly a world-wide reputation, and several other establishments whose names are known all over the Union. And at Twenty-first and Callowhill, still in the same busy region, are the extensive machine shops of William B. Bement & Son. Several of these extensive establishments are represented among our engravings.

When we say that the values of Philadelphia manufactures average a respectable total of nearly four hundred million dollars per annum, that nine thousand mills, foundries, and factories combine to produce this result, and that one hundred and fifty thousand operatives, assisted by steam-engines aggregating about seventy-five thousand horse-power, perform the labor, the reader will see that a detailed account of the manufactures of the city is scarcely to be expected in a work of this size and character.

Suffice it to say, then, that iron articles of any size or shape, from a tack-hammer to a three-thousand-ton steamer, can be supplied in any quantity by the manufactories of Philadelphia.

Other industries exist in equal proportion. Manayunk, on the Schuylkill, is alive with paper-, cotton-, and woolen mills; all the other suburbs contain large industrial works; and, indeed, the whole city is one vast workshop, in which the visitor can spend many days pleasantly and profitably, viewing the varied operations of all the departments of its industry.

We present a view of one of the laboratories of Powers & Weightman, the leading manufacturers of chemicals in the country. This is situated at the Falls of Schuylkill. They have another extensive establishment at Ninth and Parrish Streets, in the city proper.

RICHMOND COAL WHARVES.

We also present a view of MacKellar, Smiths & Jordan's type-foundry, the oldest existing

VIEW OF THE COATES STREET LUMBER WHARVES.

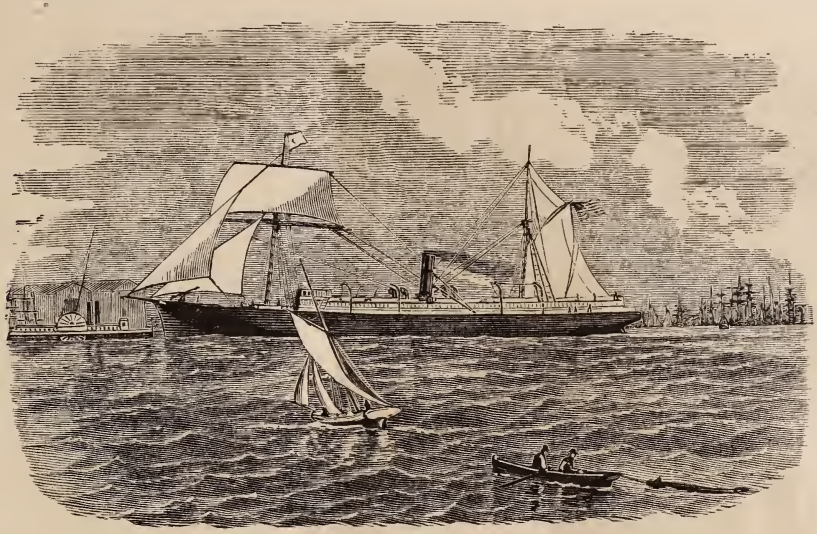
type-foundry in the United States, as well as one of the largest. The business of the firm was founded in 1796, by Binny & Ronaldson, and has steadily grown to its present size and importance. Our engraving gives a good view of the lower part of Sansom Street, with Independence Square in the background.

Cornelius & Sons' establishment, the largest manufactory of gas-fixtures in the United States, is well shown in our cut. This building is on Cherry, above Eighth, and is one of the many handsome manufactories which adorn the heart of the city. This firm has also a handsome store on Chestnut Street, below Broad.

At the corner of Fifth and Cherry Streets is the large and imposing factory of W. H. Horstmann & Sons, of which a view is presented. Established in 1815, this concern has for years been the most extensive manufacturers of military and society goods, dress and upholstery trimmings, etc., in this country.

The city takes good care of the army of working-people encamped in her midst. Not only does she afford them comfortable homes at moderate cost to an extent unequaled in any other city, but she also provides liberally for their comfort when sick, for their mental improvement when in health, for their recreation when at leisure, and for their children at all times.

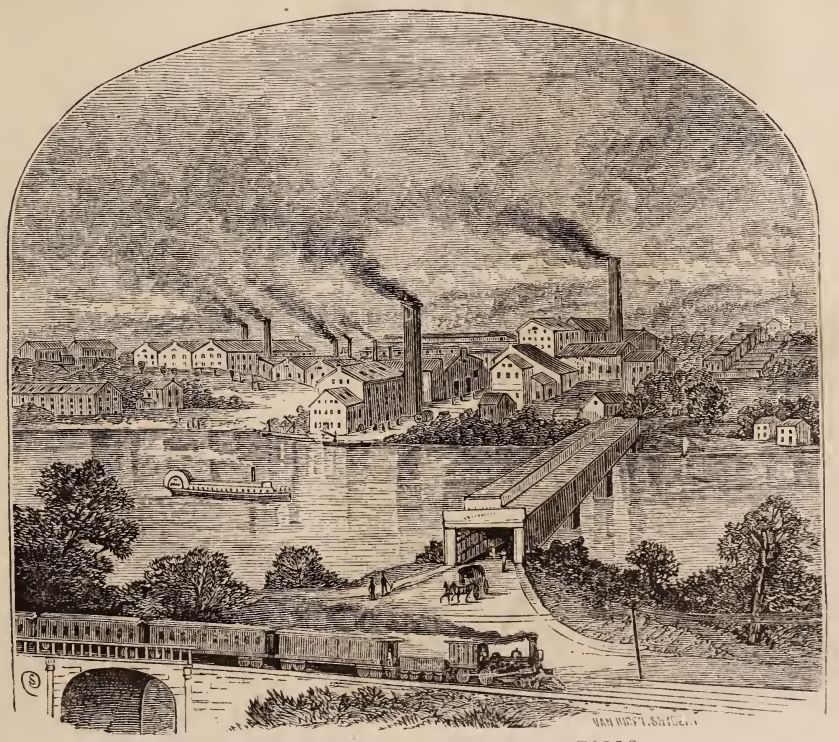
The oldest and most important of the hospitals of the city is the Pennsylvania Hospital, which was founded in 1750. It is located in the square bounded by Eighth, Ninth, Spruce, and Pine Streets, and may be visited after 10 A.M. on any day except Sat-



VIEW ON THE DELAWARE—A CLYDE STEAMSHIP.

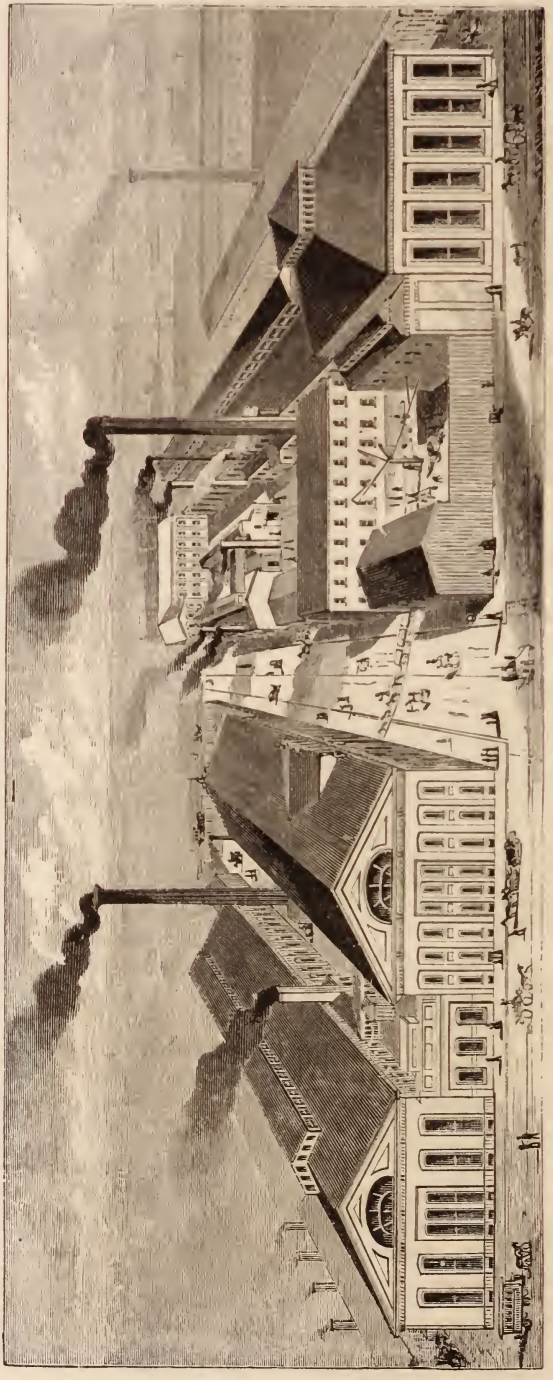
urday and Sunday. Another similar institution is the Episcopal Hospital, in the northeastern part of the city.

The city Almshouse is on the west side of the Schuylkill, nearly opposite the Naval Asylum, and is reached by the Walnut Street cars. The grounds contain 179 acres, and the



VIEW OF THE SCHUYLKILL AT THE FALLS.

estimated value of the property is about $3,000,000. The buildings themselves occupy about ten acres, and will accommodate conveniently 3000 inmates.



WILLIAM SELLERS & CO.'S MACHINE TOOL WORKS.

The United States Naval Asylum is on Gray's Ferry Road, below South Street. It is a beautiful place, and forms a snug harbor for the gallant seamen who have grown old and feeble in their country's service.

The Wills Eye Hospital, on Race Street, opposite Logan Square, is a finely situated charity, which does a great deal of good in an unobtrusive way.

For the establishment of Girard College, a work magnificent alike in purpose, plan, and execution, Philadelphia is indebted, as for so many other benefits, to Stephen Girard.

This eccentric but benevolent man made provision in his will for the erection of a college which should accommodate not less than three hundred children, who must be poor, white, male orphans, between the ages of six and ten years. For the site of the college, Mr. Girard bequeathed an estate of forty-five acres, called Peel Hall, situated on the Ridge Road, about a mile from its junction with Ninth and Vine Streets; and here the buildings were erected, the sum of two million dollars having been provided by the founder for the establishment and support of the institution. The capacity of the present buildings is five hundred and fifty, and that is about the number of the inmates now.

The College proper is justly celebrated as one of the most beautiful structures of modern times, as well as the purest specimen of Grecian architecture in America. It has been so often described that we deem it unnecessary to give more than a pictorial sketch of it. The monument, of which we give an illustration, was erected in 1869 to commemorate those of the

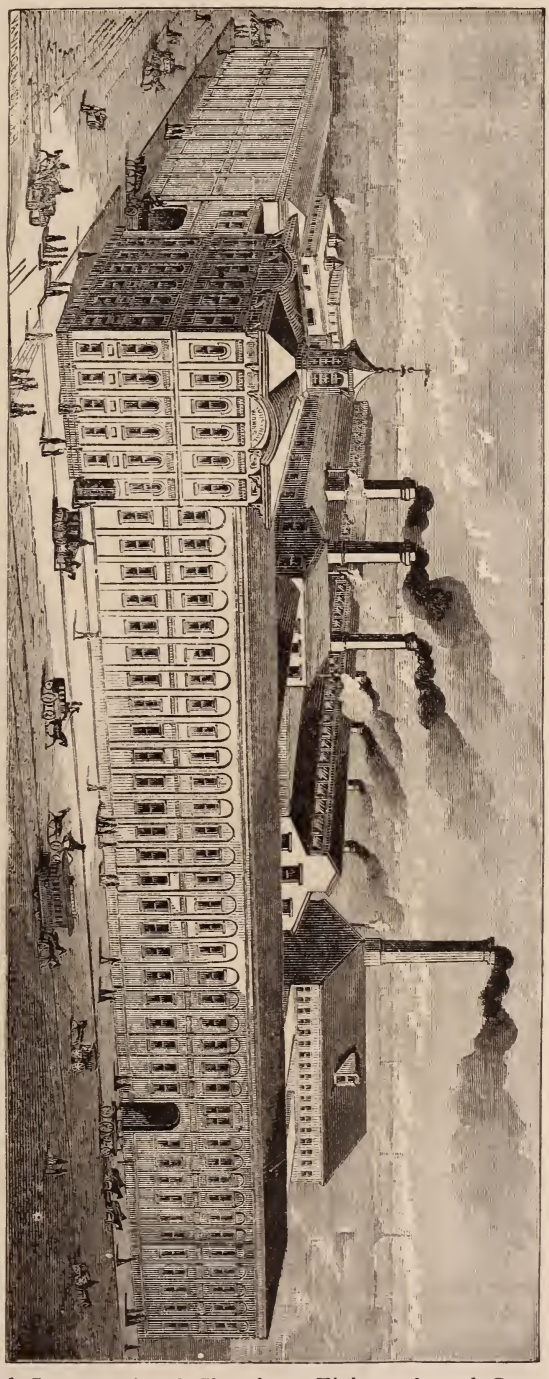
College graduates who fell in the war of the Rebellion. It was designed and built by W. Struthers & Son, the largest dealers in worked marble in the city. Visitors will procure tickets of admission at the *Ledger* office, and take the Ridge Avenue cars.

Philadelphia has supplemented her admirable educational system by establishing a number of excellent public libraries, only one of which, however, the Apprentices' Library, at Fifth and Arch, is entirely free to its patrons. Of the others, the handsomest building is that containing the Mercantile Library, on Tenth Street, between Chestnut and Market.

We present a view of the Cathedral of St. Peter and St. Paul, on Eighteenth Street, opposite Logan Square. The corner-stone of this magnificent building, the finest Catholic church in the city, and up to the present date the finest in the United States, was laid by the Right Rev. F. P. Kenrick, September 6, 1846, and it was opened for divine service November, 1864. The edifice is one hundred and thirty-six feet front, two hundred and sixteen feet deep, and two hundred and ten feet in total height. The interior of the building is cruciform, and is designed in the most elaborate Roman-Corinthian style.

Logan Square, opposite which the Cathedral stands, is surrounded with fine dwellings, and bears the same relation to this part of the city as Rittenhouse Square does to the southern portion.

The seminary of St. Charles Borromeo, near Overbrook Station, on the Pennsylvania Railroad, about five miles from the city, is for the instruction of those who intend to devote themselves to the ministry of the Roman Catholic Church in the diocese of Philadelphia. Its architecture is of the Italian order.



BEMENT & SON'S INDUSTRIAL WORKS.

We also present a view of the Central Congregational Church, at Eighteenth and Green Streets, a new and handsome edifice, the architecture of which is in the late Norman style.

For the protection of the honest portion of the community, it has always been found necessary to place restraints upon the wicked; and there are in Philadelphia several illustrations of what is frequently extolled as "the admirable prison system of Pennsylvania."

The Eastern Penitentiary, to which convicts are sent from the eastern counties of the State, is on Coates Street, near Twenty-second. The "separate" (*not* solitary) system of confinement is adopted here, but is modified to the extent of confining two prisoners in each of the

SANSOM STREET AND INDEPENDENCE SQUARE.

larger cells whenever the crowded state of the prison renders it necessary. Each prisoner is furnished with work enough to keep him moderately busy, and is permitted to earn money for himself by overwork. He is allowed to see and converse with the chaplain, prison-inspectors, and other officials, and an occasional visitor, but not with any of his fellow-prisoners. The advantages claimed for this system are that convicts have leisure and opportunity for reflection and for the formation of steady and correct habits, and are not in

CHERRY STREET, ABOVE EIGHTH.

danger, when set free, of meeting other prisoners who can identify them and thus obtain a fearful influence over them.

FIFTH AND CHERRY STREETS—HORSTMANN'S BUILDING.

THE PENNSYLVANIA HOSPITAL.

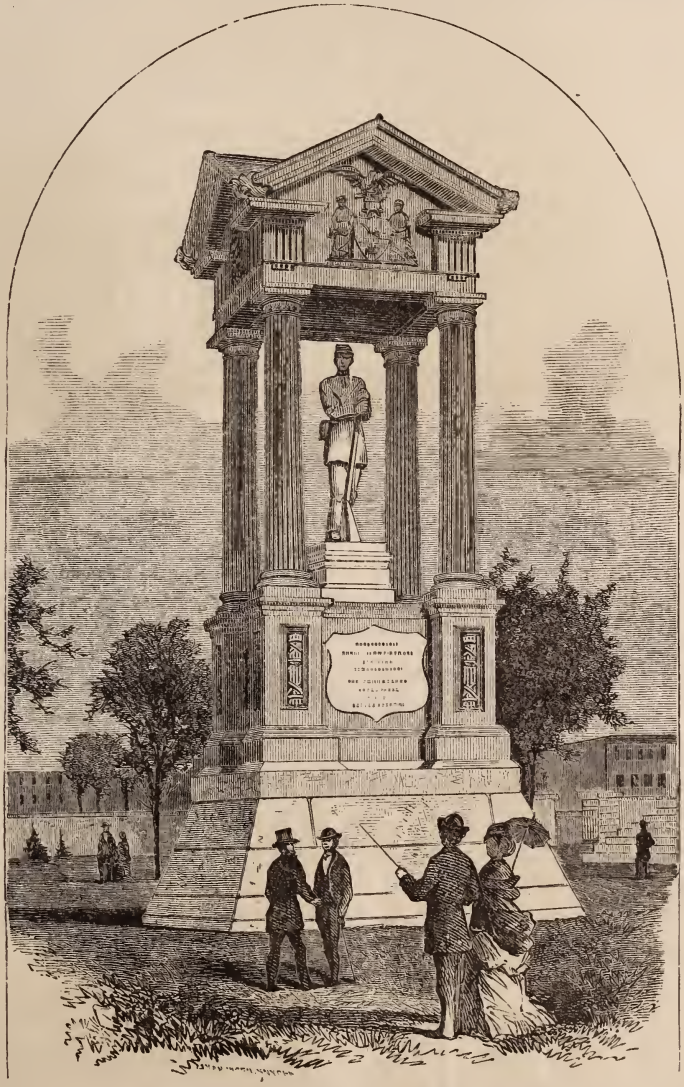
The grounds connected with this prison cover about eleven acres, nearly all of which space is covered with buildings, the whole being surrounded with a stone wall thirty feet high. The plan of the buildings may be compared to a star with seven rays, there being a central hall with seven corridors running from it, so arranged that the warden, sitting in the centre, has the whole length of each corridor under his eye.

Permits to visit any of the prisons in the city can be obtained at the *Ledger* office. Visitors to the Eastern Penitentiary will take the Green and Coates Streets cars (running out Eighth Street), or the yellow cars of the Union line, running out Ninth and up Spring Garden.

VIEW OF THE SCHUYLKILL RIVER AND BLOCKLEY ALMSHOUSE.

The Eastern Penitentiary is frequently called "Cherry Hill," from the former name of its site; and for the same reason the County Prison, at Tenth and Passyunk Avenue, is generally known as "Moyamensing." Visitors to this prison will take cars on Tenth or Twelfth Street, or the green cars of the Union line, on Seventh Street.

The House of Refuge, for juvenile offenders, is on Twenty-second Street, near Poplar.



SOLDIERS' MONUMENT AT GIRARD COLLEGE.

Visitors are admitted every afternoon, except Saturday and Sunday. Take the Green and Coates, Poplar Street, or Ridge Avenue cars,—the last running up Arch to Ninth and out Ninth to Ridge Avenue. The green and red cars of the Union line, running out Ninth Street, connect with the Poplar Street line, and passengers ride through for one fare.

The new House of Correction, recently built near Holmesburg, in the northern part of the city, is shown in our illustration. This building is to contain two thousand cells, and its

erection is contracted for by R. J. Dobbins, the eminent builder, for the sum of one million dollars.

GIRARD COLLEGE.

The green cars of the Union line, running out Ninth Street, and the red cars of the Second and Third Streets line, running out Third Street, both convey passengers to Richmond, where the coal wharves of the Philadelphia and Reading Railroad are situated.

THE MERCANTILE LIBRARY.

The Germantown Railroad will carry the visitor in a few minutes to two of the most delightful suburbs of which the city can boast. These are Germantown and Chestnut Hill, both

filled with beautiful country-seats, and rendered doubly interesting by historical associations.

INTERIOR VIEW OF THE MERCANTILE LIBRARY.

We regret that we have not space to enumerate their most prominent points of interest; but all we can do is to recommend the stranger to make the visit for himself. We present,

SEMINARY OF ST. CHARLES BORROMEO.

however, as a specimen of the architecture in this part of the city, a view of the residence of Thomas MacKellar, at Germantown. The "Old York Road," too, running through

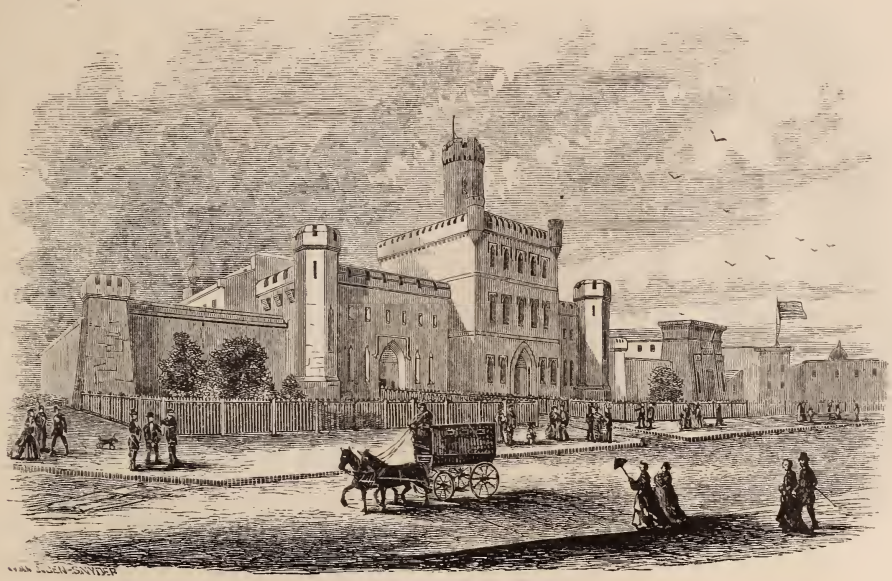
the northwestern part of the city, passes through a beautiful rolling country studded with elegant country-seats, of which one of the finest—that of R. J. Dobbins—is shown in our illustration.

Once an hour a car starts from the depot of the Second and Third Streets line at Richmond, and runs to Bridesburg. The ride from Richmond to Bridesburg is made in forty minutes, the route lying through a pleasant country, filled with country-seats and small farms, and having the Delaware for a boundary the entire distance. The car stops within a short dis-

CATHEDRAL OF ST. PETER AND ST. PAUL.

tance of the Frankford Arsenal, belonging to the United States Government. It is open to visitors during the day; but it is best to visit it during the forenoon, as the shops close at 4 P.M., and the length of time consumed in reaching it leaves a very small margin for sight-seeing in the afternoon.

The visitor crosses a little bridge, over Frankford Creek, the boundary-line between Bridesburg and Frankford, walks up a well-paved sidewalk along the wall of the Arsenal, and a polite officer on duty at the gate directs him to the office, where a pass to visit the shops is given him. The grounds are open, and he may wander at will along the paths.



MOYAMENSING PRISON.

These grounds cover sixty-two and a half acres, are beautifully situated and laid out, and are kept in perfect order. A few brass field-pieces, and some long piles of cannon-balls stacked

THE NEW HOUSE OF CORRECTION, HOLMESBURG.

CENTRAL CONGREGATIONAL CHURCH.

up like stone fences on New England farms, with a solitary sentinel pacing his beat, and the stars and stripes floating overhead, are the only things that suggest the warlike uses of the place. The shops are devoted solely to the manufacture of fixed ammunition; all the cartridges used by the United States army are made here, and, as may be supposed, the late war taxed the energies of the laboratories to their utmost capacity. During the height of the war, work in these shops never stopped. Night and day, Sundays and holidays, it went on, the demand constantly increasing, until Lee's surrender stopped midway the erection of an additional building

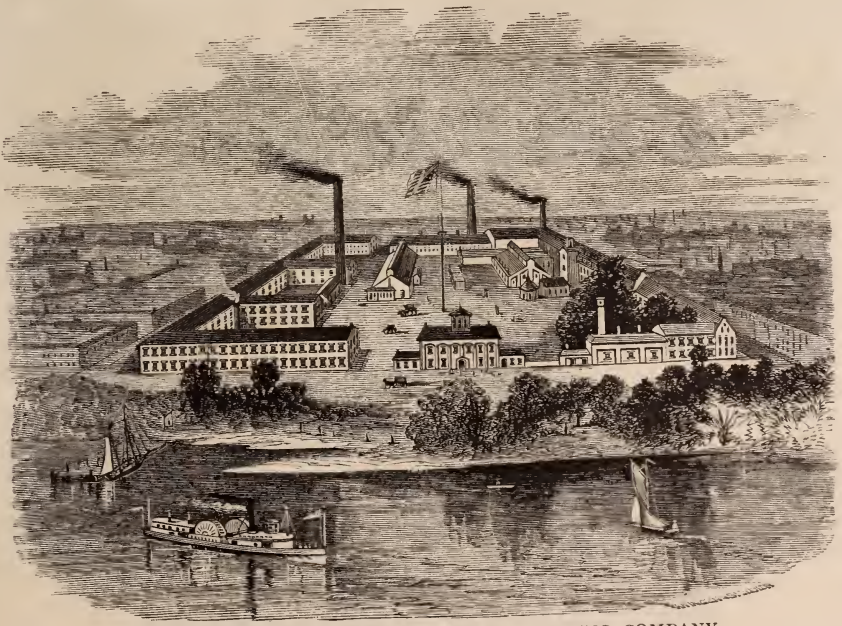
A GERMANTOWN RESIDENCE.

A RESIDENCE AT CHELTON HILLS, ON THE "OLD YORK ROAD."

calculated to turn out one million cartridges a day. That building is finished now, and ready for the next call.

The manufacture of cartridges is an interesting process, and well worth seeing, and the visitor will scarcely regret the five-mile ride required to visit the Arsenal.

In this vicinity the visitor's eye will be attracted by the tall chimney of the Bridesburg



WORKS OF THE BRIDESBURG MANUFACTURING COMPANY.

Manufacturing Company's Works, an establishment celebrated for cotton and woolen machinery, but diverted during the war from this peaceful business to the manufacture of guns and other warlike weapons.

Another United States Arsenal is situated near the Naval Asylum, on Gray's Ferry Road. This is devoted to the manufacture of shoes, clothing, etc. It is reached by the cars of the Spruce and Pine and Lombard and South Streets railways, and just beyond it are the extensive buildings of the Harrison Boiler Works.

VIEW OF THE CITY SOUTHEAST FROM FAIRMOUNT BASIN.

To secure a bird's-eye view of much that has been described in this book, we would suggest that the city be viewed from the steeple of Independence Hall, the top of Girard College, and the Fairmount basin.

In the foreground of the accompanying view of the city from Fairmount basin stand the extensive works of S. B. & M. Fleisher, the manufacturers of the celebrated "Star" Alpaca Braids.

PLACES OF INTEREST.

ACADEMY OF FINE ARTS—Broad and Cherry.

ACADEMY OF NATURAL SCIENCES—Nineteenth and Race. Open Tuesday and Friday afternoons. Admission, 10 cents.

AMERICAN PHILOSOPHICAL SOCIETY—Fifth, below Chestnut.

APPRENTICES' LIBRARY—Southwest corner Fifth and Arch.

ATHENÆUM—Sixth and Adelphi, below Walnut.

BLIND ASYLUM—Twentieth and Race. Admission to Wednesday afternoon concerts, 15 cents.

BLOCKLEY ALMSHOUSE—West Philadelphia. Take Walnut Street cars to Thirty-fourth Street. Tickets at 42 North Seventh Street.

CARPENTERS' HALL—Chestnut, below Fourth.

CHRIST CHURCH—Second, above Market.

COMMERCIAL EXCHANGE—Second, below Chestnut.

COUNTY PRISON, or "Moyamensing"—Eleventh and Passyunk Road. Tickets at *Ledger* office.

CUSTOM-HOUSE—Chestnut, above Fourth.

EASTERN PENITENTIARY—Fairmount Ave. above 22d. Tickets at *Ledger* office. Take cars out Fairmount Ave., or Fairmount cars of the Union line.

EPISCOPAL HOSPITAL—2649 North Front Street.

FRANKFORD ARSENAL—Frankford. Take Richmond horse-cars.

FRANKLIN INSTITUTE—Seventh, above Chestnut.

FRANKLIN'S GRAVE—Southeast corner Fifth and Arch.

GIRARD COLLEGE—Ridge Avenue, above Nineteenth Street. Tickets at *Ledger* office. Take Ridge Avenue or Nineteenth Street cars.

HISTORICAL SOCIETY OF PA.—820 Spruce Street.

HOUSE OF CORRECTION—Holmesburg.

HOUSE OF REFUGE—Twenty-second, near Poplar. Admission every afternoon, except Saturday and Sunday. Tickets at *Ledger* office. Take Fairmount cars of Union line.

"HULTSHEIMER'S NEW HOUSE"—Southwest corner Seventh and Market.

INDEPENDENCE HALL—Chestnut, between Fifth and Sixth. Open from 8 A.M. until 10 P.M. during 1876.

INSTITUTION FOR THE DEAF AND DUMB—Broad and Pine. Exhibitions Thursday afternoons. Tickets at *Ledger* office.

LAUREL HILL CEMETERY—Ridge Avenue. Take Ridge Avenue cars.

LEAGUE ISLAND—Foot of Broad Street.

LEDGER BUILDING—Sixth and Chestnut.

LONDON COFFEE-HOUSE—Southwest corner Front and Market.

MASONIC HALL (old)—710 Chestnut; (new) Broad, below Arch.

MAYOR'S OFFICE—Fifth and Chestnut.

MERCANTILE LIBRARY—Tenth, above Chestnut.

MERCHANTS' EXCHANGE—Third and Walnut.

MONUMENT CEMETERY—Broad Street, opposite Berks.

MOUNT VERNON CEMETERY—Nearly opposite Laurel Hill.

NORTHERN HOME FOR FRIENDLESS CHILDREN—Twenty-third and Brown. Take Union line of cars out Ninth Street (Fairmount Branch).

OLD SWEDES' CHURCH—Swanson Street, below Christian. Take Second Street cars. The old NAVY YARD is in this vicinity.

PENN TREATY MONUMENT—Beach Street, above Hanover. Take street-cars marked "Richmond." The same cars pass the extensive coal wharves of the Reading Railroad, at Richmond.

PENN'S COTTAGE—Letitia Street, between Front and Second, near Market.

PENNSYLVANIA HOSPITAL—Eighth and Spruce.

PENNSYLVANIA HOSPITAL FOR THE INSANE—Haverford Road, West Philadelphia. Tickets at *Ledger* office. Take Market Street cars.

PHILADELPHIA DISPENSARY (oldest institution of the kind in America, having been established in 1786)—127 South Fifth Street.

PHILADELPHIA LIBRARY and LOGANIAN LIBRARY—Fifth, below Chestnut.

POST OFFICE (old) Chestnut, below Fifth; (new) Ninth and Chestnut.

SCHOOL OF DESIGN FOR WOMEN—Northwest Penn Square.

UNION LEAGUE HOUSE—Broad and Sansom. Visitors admitted on being introduced by a member of the League.

UNITED STATES MINT—Chestnut, above Thirteenth. Admission from 9 to 12 A.M., daily, except Saturday and Sunday.

UNITED STATES NAVAL ASYLUM—Gray's Ferry Road, below South. Take cars out Pine or South Streets.

UNIVERSITY OF PENNSYLVANIA—Thirty-sixth and Darby Road.

WOODLAND CEMETERY—Darby Road, West Philadelphia. Take Darby cars, or Walnut Street cars to Thirty-ninth Street.

Admission to the above, free, except where otherwise stated.

PLACES OF AMUSEMENT.

ACADEMY OF MUSIC—Broad and Locust.
ARCH STREET OPERA HOUSE—Arch, above Tenth.
ARCH STREET THEATRE—Arch, above Sixth.
CHESTNUT STREET THEATRE—Chestnut, above Twelfth.
COLOSSEUM—Broad and Locust.
CONCERT HALL—Chestnut, above Twelfth.
ELEVENTH STREET OPERA HOUSE—Eleventh, above Chestnut.
ENOCH'S VARIETY THEATRE—Seventh, below Arch.
FOX'S AMERICAN THEATRE—Chestnut, above Tenth.
GRAND CENTRAL THEATRE—Walnut, above Eighth.
HORTICULTURAL HALL—Broad, below Locust.
KIRALFY ALHAMBRA PALACE GARDEN—Broad, below Locust.
MUSEUM—Ninth and Arch.
MUSICAL FUND HALL—Locust, below Ninth.
NATIONAL THEATRE—Tenth and Callowhill.
THOMAS'S ORCHESTRA—Broad and Master.
WALNUT STREET THEATRE—Ninth and Walnut.

RAILROAD DEPOTS.

CAMDEN AND ATLANTIC RAILROAD—Vine Street Ferry.
NORTH PENNSYLVANIA RAILROAD—Berks and American Streets, above Second.
PENNSYLVANIA CENTRAL RAILROAD—Thirty-first and Market, Kensington, and Market Street Ferry.
PHILADELPHIA AND READING RAILROAD—Thirteenth and Callowhill; *Germantown and Norristown Branch*, Ninth and Green.
PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—Broad and Washington Avenue.
WEST CHESTER AND PHILADELPHIA RAILROAD—Thirty-first and Chestnut.

BLOOMSDALE.

GREAT, and varied to an extent almost unexampled elsewhere, are the natural resources and industrial interests of Pennsylvania.

In mineral and other deposits none can compare with her; in the mechanism and skill which converts her ores from their crude condition into the ponderous, delicate, or minute forms useful to man, her sons are not excelled within or without the Union.

The ingenuity of Pennsylvania artisans is, in every branch of industry, almost world-wide; her locomotives traverse every road in Europe, and her iron ships, afloat and being built (a comparatively new outlet for her enterprise making the Delaware the rival of the Clyde), are destined to spread her fame wherever American commerce reaches. In view of such well-earned reputation, with such mechanical and artistic record, how fitting it is her *tillage*, on which commerce, manufactures, and industry of every kind repose, should be esteemed noteworthy. It is pleasant to know that her fertile soil, her intelligent husbandmen, her crops, and flocks, and herds may be referred to as justly entitled to high discriminating praise. It is true we have not within our borders broad prairies like unto those of the Far West, nor its unctuous soil which knows no depth, and ever yields without exhaustion of fertility. We glory in the natural wealth of our sister States—their prosperity is ours as well; but in our mines of coal, and iron, and other minerals, in our ceaseless flow of oil, nature has dealt kindly by us also. The gold of California, the cotton of the South, the sugar of Louisiana and Texas, the silks and other fibres of the world, the spices and coffees of the tropics, the highest mechanism of Europe, its best efforts in the useful and fine arts, are all at our command; we have only to stretch forth our hands and grasp what has been so bountifully placed within our reach; what has been denied us in nature's profuse scattering we have gained by thoughtful, well-directed efforts in the rotation of crops, in the application of appropriate fertilizers, and other means intelligently directed to a desired end, until "Pennsylvania Agriculture" has become simply another term for high-farming and successful tillage, whilst those who, resident at distant points, seek the best, whether it be the fine strains of animals which graze its rich pastures, or the seeds of grasses, cereals, or vegetables, bend their steps hitherward, and never go empty away.

On the Delaware, a few miles above Philadelphia, and adjoining that fertile tract known as Penn's Manor, a wise and discriminating reservation of the proprietary Governor, is BLOOMSDALE, which we have selected as illustrative of the rural industry of Pennsylvania. This estate, we do not hesitate to say, has contributed, in an especially large degree, to the public good, by its products and by its eminent example also. Bloomsdale may be assumed a model of intelligent industry, systematic culture, and rural progress. It embraces within its bound-

aries, independent of outlying lands, five hundred acres devoted to the culture and product of *seeds*, known in every hamlet, almost on every farm-hold and country homestead, as "Landreth's,"—known almost equally well on the banks of the Missouri, the Mississippi, and the Ganges,—for it should be stated, to the business credit and reputation of the firm, that for three generations Landreth's Seeds have been annually shipped to India, and are preferred by Englishmen resident in Hindostan to the seeds of their own native land, our climate ripening them better than the humid air of England.

It is the modest motto of the proprietors of Bloomsdale that "Landreth's Seeds speak their own praise." They certainly cannot have done so with feeble voice, for not only are those broad acres taxed to their utmost productive power, but nearly approaching one thousand other acres in addition, owned, occupied, and cultivated by the firm, are devoted to seed-culture; by this it is not intended to designate lands simply tributary, tilled by their owners who raise crops on contract, without direct control of those who have bargained for the product (as it is the custom with seed-merchants thus to obtain supplies), but immediate, active, personal care and supervision. Thus an idea may be conceived, though necessarily imperfect, of the activity of mind and energy called forth by such extended operations; but system and order are ever triumphant, and in the case in point the adage is aptly illustrated. With increased acreage has come increased reputation, and Pennsylvania may claim the credit, not a slight one we opine, of having conducted within her borders a seed trade larger than exists elsewhere (if lands be taken as the measure), not alone within the Union, but without as well. Europe, travelers assert, can exhibit nothing of like extent. This is no idle boast, made in the interest of private enterprise or pride of commonwealth.

Independent of the numerous workmen employed on the estate,—many of whom have been life-long *attaches* of the establishment, occupying cottages on the premises, and as much at home as the proprietors themselves—a pleasing feature which it were well to imitate,—there are three steam-engines for thrashing, winnowing, and cleaning seeds, grinding feed, etc.; a "caloric" for pumping; and an admirably well-adjusted steaming apparatus for preparing food for the working-stock. But it may be still more worthy of note that, for a term protracted through several years, energetic experiments in *ploughing* by *steam* have been conducted by the Messrs. Landreth at Bloomsdale, using the direct traction-engine of Williamson, with Thomson's India-rubber tire. At first, and for months, great hope of success was entertained; but unforeseen difficulties in the way of direct traction exhibited themselves. At present the purpose is to adopt the "Rope System," as successfully practiced in England, using the Williamson engine as the motive power. It is simply right to chronicle their efforts in this direction. As the early efforts in river and ocean navigation are referred to with ever-increasing interest as progress is made in that direction, so will in the future be those of *tillage by steam*, and our State is entitled to its due share of praise with respect to land, as it unquestionably is to Fitch's exertions in steam navigation.

Limited space prohibits many of the details of the operations at Bloomsdale, which we would gladly give our readers; the sketch annexed may, however, convey some idea of the extent of the structures required for the storage, drying, and preservation of crops, and otherwise successful prosecution of the peculiar business there conducted, which is a credit to the proprietors, the successors of those who founded the business in 1784, and which may be classed as prominent among the many industrial enterprises of Pennsylvania.